

THE ILLUSTRATED LONDON NEWS.



LIBERTY TILO-LEUM

(PATENTED) ^{NOW} **5/11** A SQ. YARD

GIVES THE EFFECT OF A
RED-TILED FLOOR

COLOURED ILLUSTRATION FREE

LIBERTY & CO. LTD. REGENT ST. LONDON W.1

THE LEADING
LIQUEUR OF
THE EMPIRE

Drambuie

PRINCE CHARLIE'S LIQUEUR.

9/- per $\frac{1}{2}$ Bottle
17/6 per Bottle
of all first-class
Wine Merchants

ORIENT LINE TO AUSTRALIA

FOR TRAVELLERS and HOLIDAY MAKERS

20,000 TON SHIPS

Programme of Tours on application.

Managers—Anderson Green & Co., Ltd., Head Office: 5, Fenchurch Avenue, E.C. 3.
Branch Offices: 14, Cockspur Street, S.W. 1; No. 1, Australia House, Strand, or local agents.

Very Choice Wines

HEDGES & BUTLER LTD.

ESTABLISHED 1667

WINE MERCHANTS

153, REGENT STREET, LONDON, W.1.

BRIGHTON, BOURNEMOUTH & Branches



By
Appointment
to H.M.
The King.



By
Appointment
to H.R.H.
The Prince
of Wales.

WINE LISTS ON APPLICATION

SEAGER'S

COCKTAILS

MARTINI • MANHATTAN • CLUB • DRY MARTINI

BRONX 5/6 PER BOTTLE

4/6 PER BOTTLE

FULL STRENGTH

SEAGER EVANS & CO LTD
MILLBANK DISTILLERY
DEPTFORD S.E.8

Genasprin

relieves all nerve pains
-quickly-safely

THE SAFE BRAND

If you want the
real old whisky

call for
m'caulm's

OTARD'S

ESTABD 1795

THE BRANDY WITH A PEDIGREE

MACDONALD & MUIR, Distillers, LEITH; also GLASGOW and LONDON.

Seedsman by Appointment.

Barter's
TESTED SEEDS

LOOK TO YOUR LAWNS

Are your lawns looking shabby after the dry weather? If so, write to Carters — the pioneers of fine turf production from seed.

BOOKLET ON LAWNS
POST FREE

BULBS

CARTERS
NEW BULB CATALOGUE
POST FREE

CARTERS TESTED SEEDS LTD.
RAYNES PARK, LONDON, S.W.20
134 Regent St., W.1. 115 Cheapside, E.C.2.
129 High Holborn, W.C.1. 53a Queen Victoria
Street, E.C.4. Houston Road, Forest Hill, S.E.23

IT'S THE SOLES THAT KEEP OUT THE WET

INSIST ON
REPAIRS
WITH

PURITAN
LEATHER SOLES
Longer Wear—Greater Comfort
Puritan Tanneries Limited, Runcorn
QVB.25

BENGER'S
Food
The Food the
Doctor
orders

324

When in Canada
Smoke a **FRESH** cigarette

British Consols

MILD, SWEET, OLD VIRGINIA

Made **FRESH**—Kept **FRESH**

SEALED IN MOISTUREPROOF CELLOPHANE

MACDONALD'S CIGARETTES & TOBACCOS, MONTREAL, CANADA



A Bungalow to any Size from Stock.

Can be removed or enlarged as required. Catalogue 983 gives 30 plans, photographs and descriptions. (Prices from £40.) Write for a copy to-day.

BOULTON & PAUL, LTD., NORWICH. See Section of Bungalow in London Showrooms: 139, Queen Victoria Street, E.C.4.

your guarantee

WE confidently assert that the 'Swan' is in all respects as perfect a fountain pen as it is possible to produce.

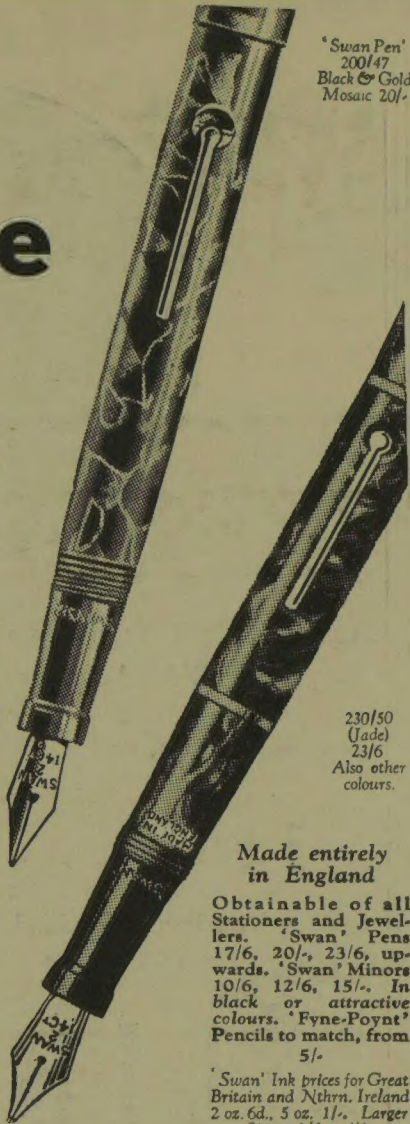
So certain are we of this that we unreservedly guarantee every 'Swan' Pen to give satisfaction, failing which, the full amount paid will be refunded.

Furthermore we undertake to maintain your 'Swan' in perfect working order and adjustment at any time without charge, replacements excepted.

There is no time-limit to the 'Swan' Guarantee

'SWAN' PENS and INKS

ALL PENS WRITE BEST WITH
'SWAN' INK



'Swan Pen'
200/47
Black & Gold
Mosaic 20/-

230/50
(Jade)
23/6
Also other
colours.

Made entirely
in England

Obtainable of all
Stationers and Jewellers. 'Swan' Pens
17/6, 20/-, 23/6, upwards. 'Swan' Minors
10/6, 12/6, 15/-. In black or attractive
colours. 'Fyne-Poynt'
Pencils to match, from
5/-

'Swan' Ink prices for Great
Britain and Nthrn. Ireland
2 oz. 6d., 5 oz. 1/-. Larger
Sizes: 1/6 to 4/6.

Illustrated catalogue post free from Mabie, Todd & Co., Ltd., Swan House, 133 and
135, Oxford Street, London, W.1. Branches at: 79, High Holborn, W.C.1;
114, Cheapside, E.C.2; 95, Regent Street, W.1.; and at 3, Exchange St., Manchester.
'Swan' Pen Works: Harlesden, London. 'Swan' Ink Works: Dingle, Liverpool.



LLAMOVEL, the most luxurious of all pile fabrics, used exclusively for
Rodex coats. Of pure undyed Llama hair, its pile is close
and even, with a texture so supple that it tailors to perfection on slender, shapely
lines. This model in natural shades of beige, beaver, brown, and grey.
Lengths, 47 ins., 48 ins., 49 and 50 ins. Price 98/6



The new Raglan in hand-woven Harris Tweed, for country or sportswear. Stocked
in an extensive range of characteristic Harris colourings. Also same
model with set-in sleeves. Lengths, 47 ins., 48 ins., 49 and 50 ins. Price 70/-

Coats: Second Floor

SWAN & EDGAR

Swan & Edgar Ltd., London, W.1.

'Phone: Regent 1616



To Australia in a week!

AIR COMMODORE

SIR CHARLES

**Kingsford
Smith**
used
K.L.G.
PLUGS

for his record flight to Australia in a
Gipsy Major engined Percival Gull

K.L.G. SPARKING PLUGS LTD., PUTNEY VALE, S.W.15

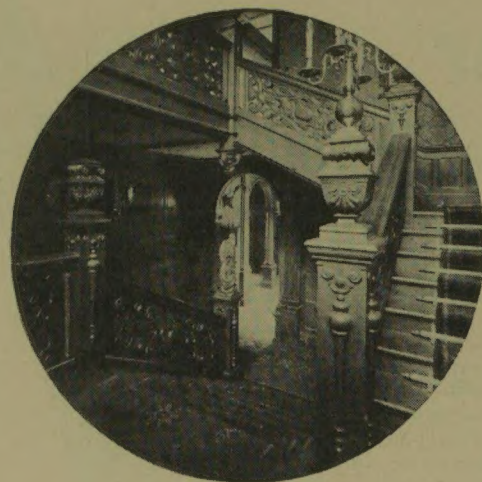
**YOU CAN NOW
BUY THE NEW
STATE EXPRESS
LUXURY CIGARETTES**

**AT AN
EVERYDAY PRICE**

6^d for 10

STATE EXPRESS

333



WHETHER it is to be Tudor, Jacobean, Adam or the design of some other bygone period—whether it is to be a minor alteration, or an elaborate plan entailing complete structural changes—Liberty's will gladly wait upon you either to advise or to take your instructions, and will submit sketches and estimates without any obligation. Please write to Liberty & Co., Ltd., Regent Street, London, W.1



LIBERTY



**COME with us to
SOUTH AFRICA and
escape the winter**

**CHRISTMAS & NEW YEAR TOURS
AT REDUCED RETURN FARES...**

By Mail Vessels from Southampton
DEC. 1 & 29, 1933. JAN. 12 & 26, 1934

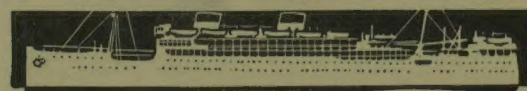
Send for illustrated folder:
Head Office, 3, Fenchurch St., London, E.C. 3.
West End Agency, 125, Pall Mall, S.W. 1, or
Local Agents.

To Capetown and back

£90 FIRST CLASS £60 SECOND CLASS £30 THIRD CLASS

Fares to other South African ports on application

**UNION-CASTLE
LINE**



THE ILLUSTRATED LONDON NEWS

The Copyright of all the Editorial Matter, both Engravings and Letterpress, is Strictly Reserved in Great Britain, the Colonies, Europe, and the United States of America.

SATURDAY, OCTOBER 21, 1933.



HERR HITLER SPEAKING TO THE GERMAN PEOPLE AFTER GERMANY'S WITHDRAWAL FROM THE LEAGUE OF NATIONS AND THE DISARMAMENT CONFERENCE: THE CHANCELLOR AT THE MICROPHONE ON THE NIGHT OF OCTOBER 14.

On the afternoon of Saturday, October 14, Germany announced her withdrawal from the League of Nations and from the Disarmament Conference. On the same day the Government of the Reich issued a Manifesto to the German people, and in the evening Herr Hitler, the German Chancellor, made a speech which was broadcast from all German stations. In view of the questions of disarmament and rearmament, it is of interest to record that in the course of that speech he said, referring to France, that it would be a gigantic event for the whole of humanity if the two nations could banish violence from their common life once and for all; and he continued: "After the return of the Saar territory to the Reich only a madman could think of a possible war between

the two States, a war for which, from each point of view, no moral or reasonably justifiable motive any longer exists. No one could demand that, in order to achieve a correction of the then existing frontiers, a correction of problematical value and extent, millions of lives should be cut off in their prime." This being Herr Hitler's view, one may perhaps quote a few lines from a leader in the "Times": "... Nor, difficult though it may prove, is there any reason why the Germans themselves should not be brought to understand that, by far the greatest obstacle to the attainment of a Disarmament Convention is the deliberate and incessant militarisation of the German people. Their own 'moral disarmament' is the supreme and most urgent requirement of European peace."



By G. K. CHESTERTON.

THE new book on Blake by Mr. Middleton Murry is one with so many aspects and attractive suggestions that I do not apologise for dealing with it here; though I have dealt with it elsewhere, under conditions of unavoidable brevity. As Mr. Middleton Murry is much interested in the present and the future, his book might well be called, in Blake's own phrase, a *Prophetical Book*. This does not mean that I necessarily believe in the prophecies of Mr. Murry; or, for that matter, in the prophecies of Blake. But it does mean that we have to deal with mystical ideas which are, in the right sense, modern ideas. It must always be difficult to analyse the doubtful or double sense in which Blake used certain religious terms. But there is no doubt that Blake did say that his books were inspired books. And there is no doubt that some of us would be content to say that they are inspiring books.

In this larger sense, if in a lesser degree, this book on Blake is an inspiring book; but especially in the sense of being a challenging book; and occasionally an annoying book. It is written with sincerity, and even a sort of simplicity; and the most curious thing about it is the direct way in which the author assumes that he has to deal with the *Prophetical Books*; almost as if Blake had never written any other books. He admits that the *Prophetical Books* are "difficult" as compared with the other books. What he does not seem to me to admit sufficiently, or at least to emphasise sufficiently, is the ordinary fact, of criticism or literature, that, as compared with the other books, the *Prophetical Books* are tolerably bad books. It is not merely that they are difficult to understand. There are turns and sequences in Blake's strongest lyrics that are decidedly difficult to understand. But the ordinary cultivated critic does know that the lyric is strong; whereas he might be tempted to think that the *Prophetical Book* is weak. The one is a real rush of words, like the flowering of a tree, or the flight of a flock of wild geese or swallows. The other, when all is allowed, does often seem to be a wilderness of words. In fact, the finest imaginative work of Blake may be found in some of those compressed couplets, almost crushed together in their creative pressure. Nobody who really understands Imagination, or how near it seems to Inspiration, would hesitate to give pages of the rambling epics about Albion and Urizen, for four lines like these, which I quote from memory and probably wrong—

As the chimney-sweeper's sigh
Every blackened church appals;
Or the slaughtered soldier's cry
Runs in blood down palace walls.

Those are two lightning-flashes revealing two separate Visions of Judgment. Notice the earthquake ellipsis, by which the soot of the chimney-sweep is transferred to the church; as if it were blasted and blackened by the black hands of a giant. And note that the second picture is a burning transparency of some portent upon Potsdam or Versailles, as memorable as the Feast of Belshazzar. It seems to me that, after all, Blake was most striking in these blinding strokes. It may be worth while to find out what he meant in the epic about America, which was not about America; or the great work about Milton, which had next to nothing to do with Milton. But we do not need to ask what he meant by the blackened church or the blood on the palace wall.

He meant exactly what he said; and he said exactly what he meant; and there is here perhaps a difference of literary test. For I am one of those who think that the poet stands separate and supreme among men, in that simple fact that the poet can say exactly what he means, and that most men cannot. I think, in other words, that the other name of Poet is Pontifex; or the Builder of the Bridge. And if there is not a real bridge between his brain and ours, it is useless to argue about whether it has broken down at our end or at his. He has not got the communication. It seems to me that Blake did get the communication in his *Poetical Books*, and did not get it in his *Prophetical Books*. I will take another example, also from memory. Mr. Middleton Murry

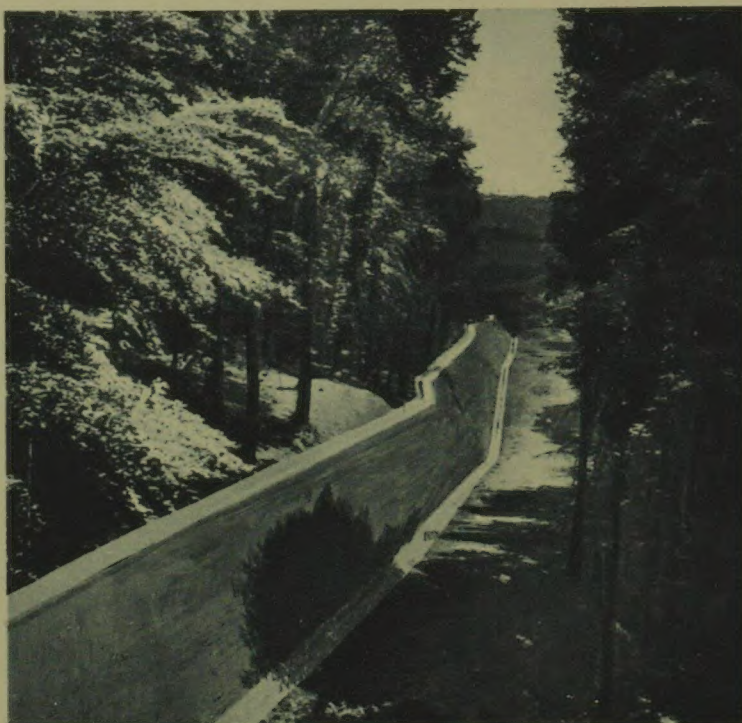
vast and unrecognisable giants have seized and grasped various things, one of them grasps the book; and his name is apparently Newton; not a common name among giants. This does undoubtedly mean what Mr. W. B. Yeats (a very acute and sensitive student of Blake) himself expressed with more wit and lucidity in one of his plays: "I tell you that Sin and Death came into the world when Newton ate the apple.—Oh, I know he only saw it falling, but the principle is the same." Blake did most heartily believe that the new scientific scepticism was utterly hollow and hopeless. Whether he was right or not will still be disputed; which means that there are still any number of disputants on Blake's side. But the point is that the reference in the *Prophetical Book* is cloudy and confusing; even the *image* is cloudy and confusing. Here are four lines that Blake wrote to exactly the same effect, when his style was really effective—

Mock on, mock on, Voltaire,
Rousseau,
Mock on, mock on; 'tis all in
vain:
You throw the sand against
the wind
And the wind blows it back
again.

That is Poetry; that is a clear and direct image which does convey perfectly what is meant; the futility of the fight of what is dull and heavy against what is full of light and living energy. It is, in fact, a full and even final example of the Image; and, therefore, of the function of Imagination.



FRANCE'S CAMOUFLAGED DEFENCE WORKS ON HER EASTERN FRONTIER: A PEACEFUL-LOOKING COUNTRY-SIDE WITH NO SIGN, EXCEPT A LINE OF BARBED WIRE, TO INDICATE THE ELABORATE FORTIFICATIONS AT THE HILLOCK IN THE MIDDLE.



DEFENCE WORKS REMINISCENT OF MEDIEVAL SYSTEMS OF PROTECTION: A WOOD BISECTED BY A STEEP ESCARPMENT OF MASONRY AS A BARRIER AGAINST TANKS AND ARMoured CARS.

As mentioned on the opposite page, defensive works, gigantic in scale and unique in design, are now being completed on the eastern frontier of France. One of their main features is the use of galleries and chambers buried so deep underground as to be invulnerable from shell fire, and, as our upper photograph shows, rendering the position of the fortifications invisible except at close quarters.

Universal Photographs.

describes with great insight and sympathy how Blake, though recoiling from most contemporary religion, in the sense of theology, yet recoiled with equal violence from the Rationalism of the Deists and all that is now called Scientific Education. This, Mr. Murry explains to us, is described in one of the *Prophetical Books* in a passage in which, after various

Now, the curious thing is that Mr. Middleton Murry begins his own book with a most beautiful and illuminating passage about this point of Imagination and the Image. He is describing the indescribable, and he very nearly does it. He does suggest that real imagination gives to an object a sort of ecstatic separation and sanctity; a greater reality than that of what we call the real world. It puzzles me a little that a man who sees this so clearly does not see it more clearly in the real poems of Blake than in the laborious metaphysical notebooks of Blake. For he does not disguise the intellectual disadvantages of the latter. He admits that the Prophet Blake was sometimes not only bewildering, but also bewildered. He has a theory that the whole continuity of the *Prophetical Books* broke down over the prophet having a quarrel with his wife; or rather, in a sense (oddly enough), broke down on his having a partial reconciliation with his wife. In short, it broke down over the prophet discovering that he was not only a prophet, but also a man, and a miserable sinner. The truth is, I take it, that Blake was like other men and miserable sinners in certain respects; including that of starting out in youth with simple and sweeping generalisations; which he thought obviously true, because they are obviously simple. It takes other men besides prophets, some little time to discover that man and marriage and other realities are not obviously simple. It is easy to start out crying, with the voice of a trumpet: "Man has no body apart from his soul." But is the man quite certain that he knows what he means? Or if he does know, is it as true as he thinks it is? In a sense more practical than Blake meant, he did indeed pass from Songs of Innocence to Songs of Experience. But even on Mr. Middleton Murry's own showing, it does seem to me that a good many of the *Prophetical Books* were really Songs of Innocence. And I confess that I prefer the Songs of Innocence when they were really songs.

FRANCE'S PROTECTION OF HER EASTERN FRONTIER: DEFENSIVE WORKS.

UNIVERSAL PHOTOGRAPH.



WORKS ON THE "MAGINOT LINE," THE STRONGEST MILITARY SYSTEM EVER EVOLVED: A CASEMATE OF REINFORCED CONCRETE; TYPICAL OF THOSE FORMING PART OF FRANCE'S NEW FORTIFICATIONS BETWEEN LUXEMBOURG AND THE VOSGES.

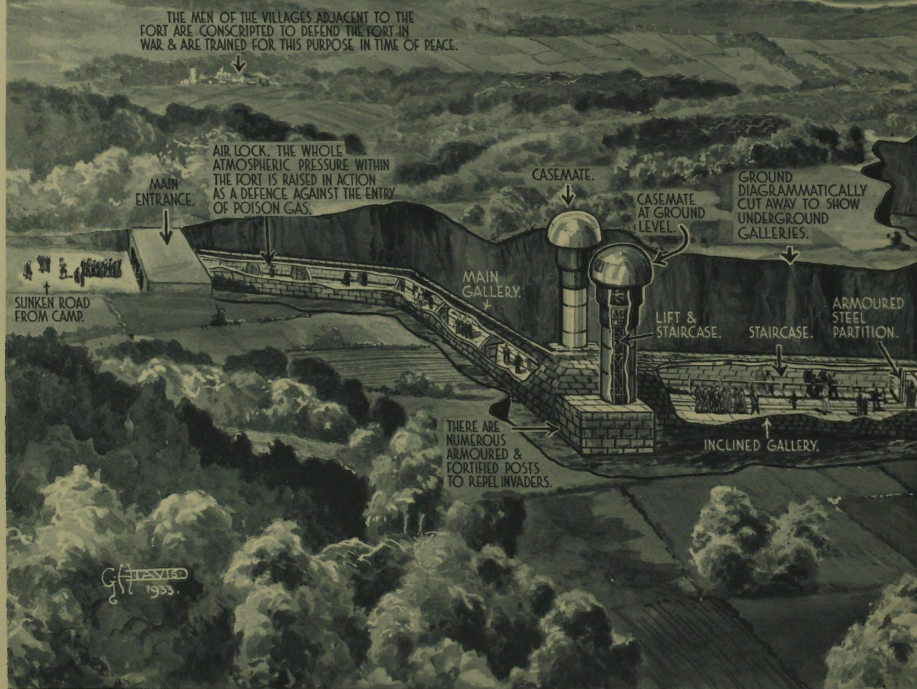
A very great deal of interest has been aroused by the fact that France has recently strengthened the military fortifications along her eastern frontier; and there has been considerable speculation as to the nature of these defences. We are able here, opposite, and on following pages, to publish photographs and a diagram illustrating certain of the typical works constructed, and to show that the fortifications, besides being on a gigantic and, probably, unprecedented scale, are, in many respects, of a completely novel type. It is important to realise that they are wholly defensive in character, and could be put to no other purpose than that of protecting the soil of France. Since it is understood that a sum exceeding £30,000,000—a

considerable portion of France's total military expenditure—has been devoted to these purely defensive works, no better proof could be desired of that country's essentially pacific outlook. In any case, the fortifications should be singularly competent to achieve the object of protecting France from invasion along the Saar district; in the face, that is, of any form of ground attack hitherto known. Each defence work is so constructed as to have two main sectors of fire, roughly parallel to the frontier. Thus the whole line is continuously defended by cross fire, and each fortification defends its neighbour's flank. Protection against shell fire is ensured by a great depth of reinforced concrete and by armour-plated turrets.

PROOF OF FRANCE'S POLICY—DEFENCE, NOT ATTACK: MAKING HER EASTERN FRONTIER SECURE FOR THE FUTURE.

DRAWN BY OUR SPECIAL

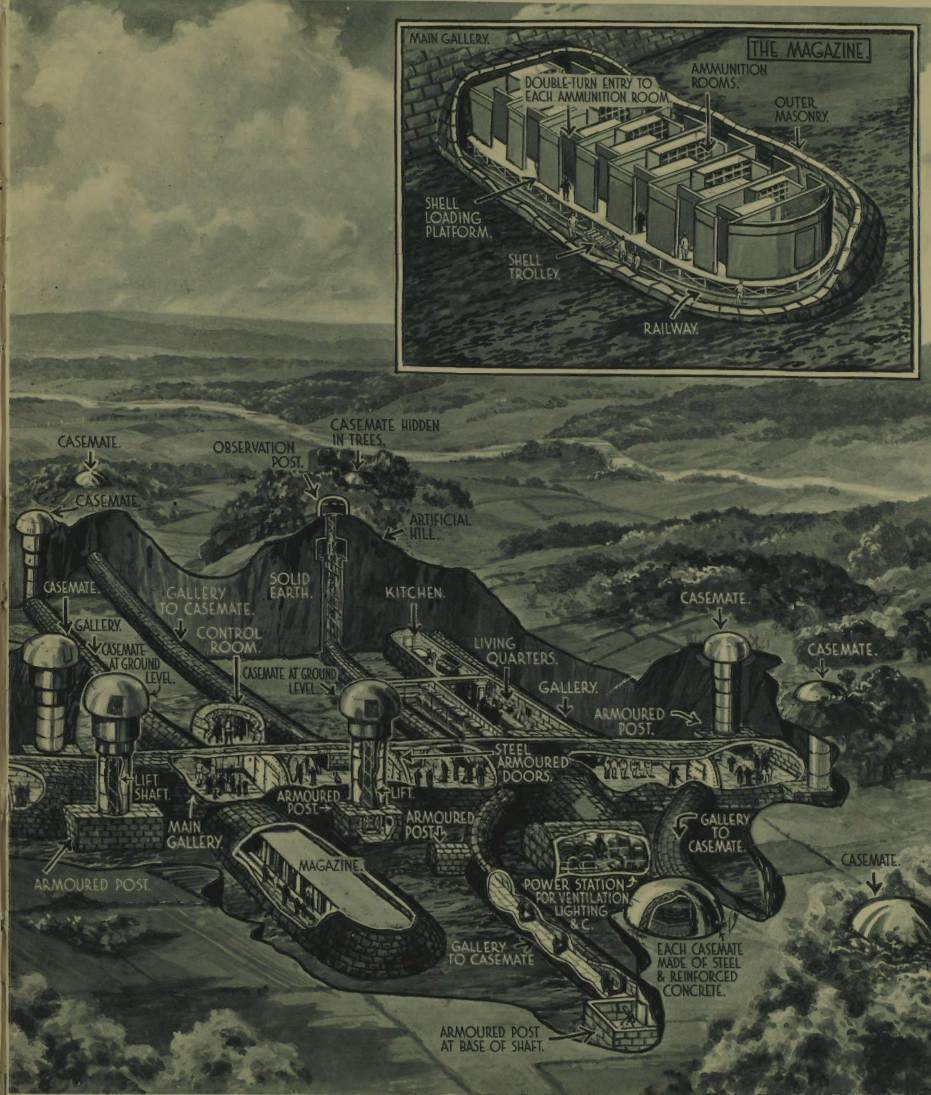
ARTIST, G. H. DAVIS; BASED ON DETAILS PUBLISHED IN "L'ILLUSTRATION."



A SUBTERRANEAN FORTIFICATION TYPICAL OF THOSE THE FRENCH ARE COMPLETING BETWEEN LUXEMBOURG AND THE VOSGES: A DIAGRAMMATIC DRAWING TO SHOW THE CONTROL POSTS, DETAIL SHOWING AN UNDERGROUND MUNITIONS MAGAZINE (INSET RIGHT).

This diagram clearly shows the workings of the underground fortification system on the eastern frontier of France, illustrated with photographs on other pages. The diagram is based upon all the permissible official information; but is not meant to represent any particular fort: it is to be regarded as typical of those that have been built. The essential points of the French system, which has been conceived and carried out on a gigantic scale and is the strongest ever evolved, are as follows: a line of fortified casemates giving each other mutual protection by cross-fire, and inter-connected by

underground galleries safe from bombardment. All the key positions, normally vulnerable to aerial and other attack, are, in this case, buried underground; such as living quarters, magazines, stores, power stations, and control posts. Measures have been taken, as described on page 632, to permit of a sudden concentration of troops, and to allow the whole frontier to be completely closed within a few hours of alarm being given; and the position has been chosen with such care and rendered so strong in defence that any known form of attack would undoubtedly have the utmost difficulty in penetrating



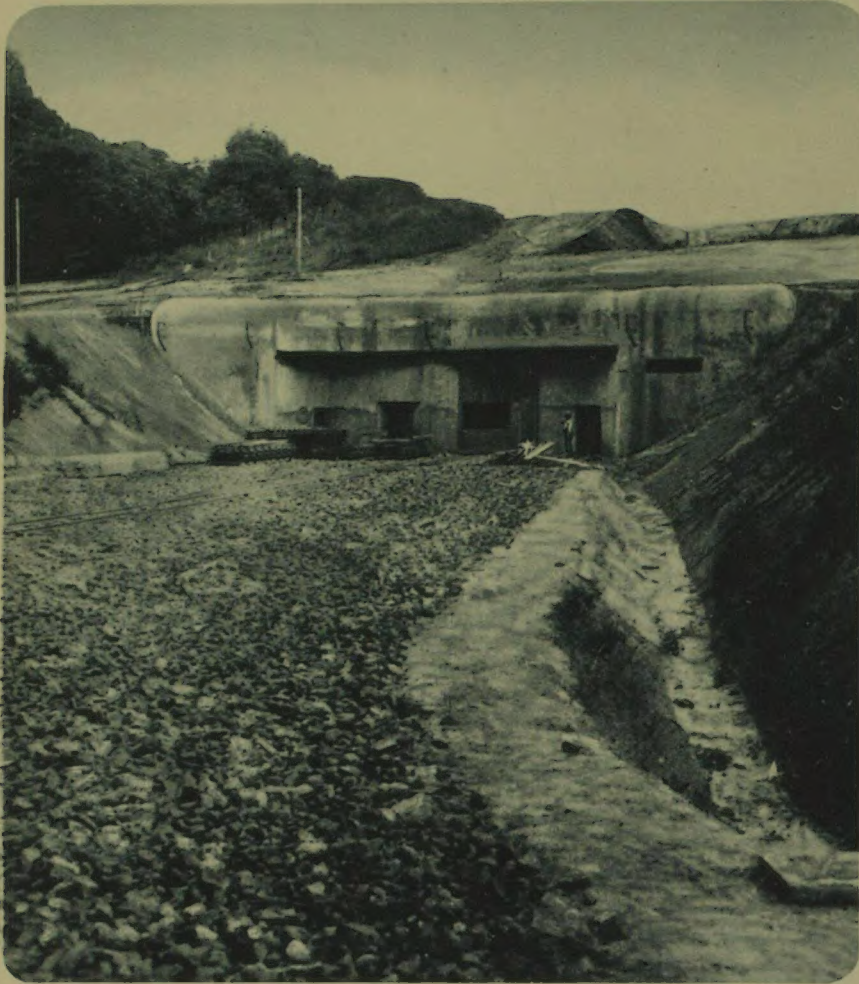
LUXEMBOURG AND THE VOSGES: A DIAGRAMMATIC DRAWING TO SHOW THE CONTROL POSTS, DETAIL SHOWING AN UNDERGROUND MUNITIONS MAGAZINE (INSET RIGHT).

It. Plans for the "Maginot line," so called after the late War Minister, M. André Maginot, who was in charge of the works, were first submitted in 1925, when it was decided to make a stretch of about 200 kilometres—country undefended by natural obstacles—as far as possible impregnable. A commission under the chairmanship of Marshal Joffre and subsequently of General Guillaumat, was appointed to study the question. The Commission considered that the industrial basin of Briey, whose productive work is of extreme importance to national defence, was immediately accessible to an

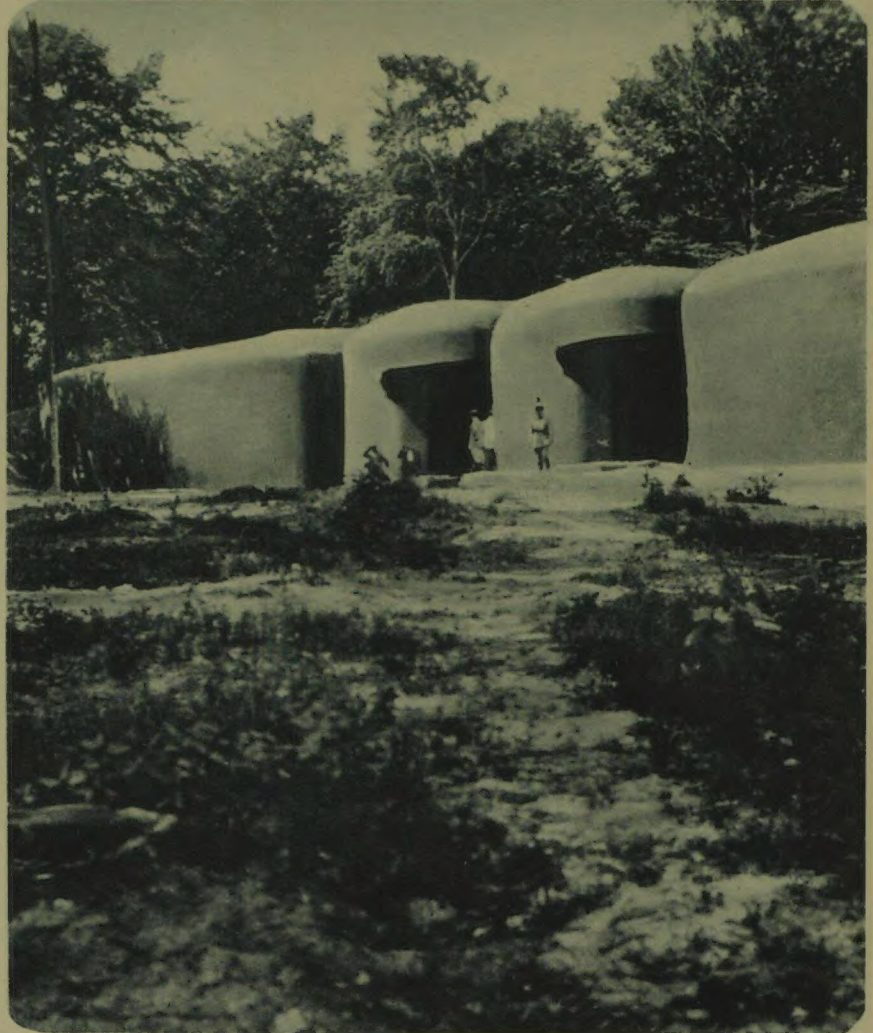
enemy force issuing between Lauterbourg and Longuey, and that two natural roads of invasion, one from the south-east, the other from the north-east, converge at this point. These and similar strategic considerations determined the choice of terrain to be fortified; the lessons of the last war decided the character that the fortifications should take. Modern military technique renders possible the rapid cross-country transport of troops in motor vehicles, and includes the possibility of sudden attack by heavy artillery and gas. Against all such weapons the new system should be proof.

FRENCH FRONTIER DEFENCE WORKS: A VAST INTERCONNECTED SYSTEM.

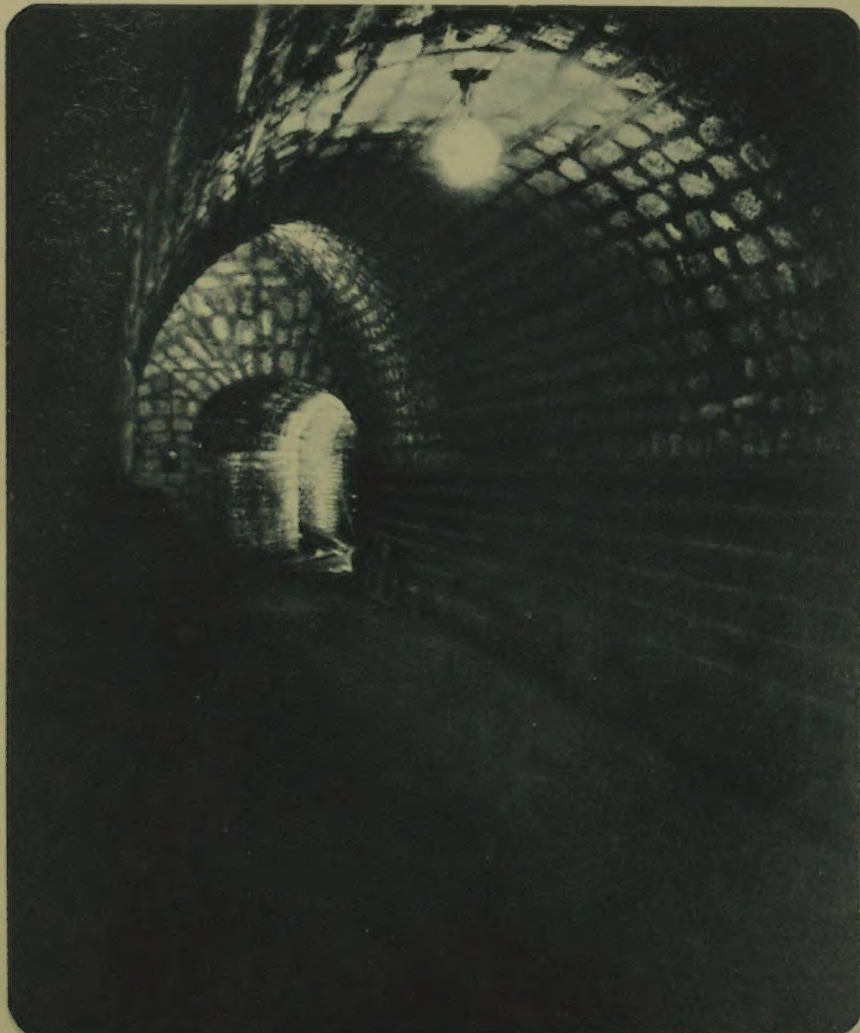
UNIVERSAL PHOTOGRAPHS.



THE ENTRANCE TO ONE OF THE NUMEROUS SHELTERS FOR PERSONNEL AND MUNITIONS AT SOME DISTANCE FROM FRANCE'S EASTERN FRONTIER: AN UNDERGROUND FORT PROTECTED FROM ALL FORMS OF ATTACK.

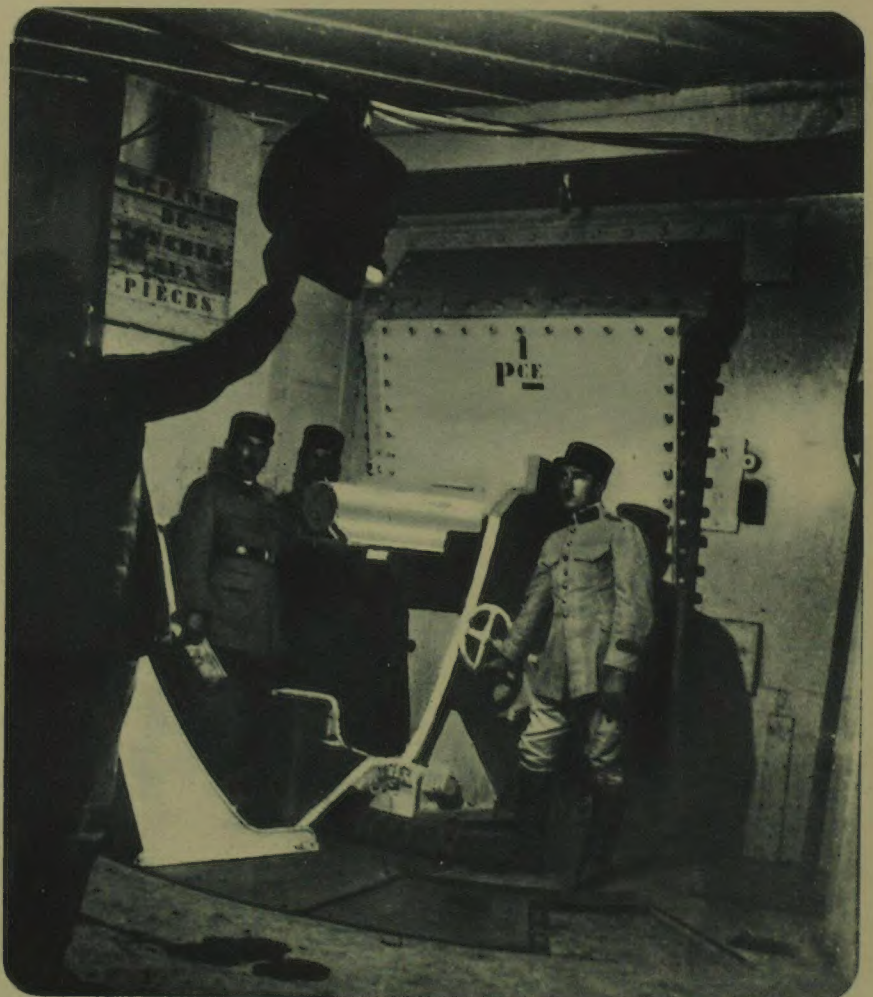


A 'CAMOUFLAGED' DOUBLE CASEMATE NESTLING IN A WOOD: ONE OF THE DEFENSIVE WORKS THAT BLEND WITH THE SURROUNDING COUNTRY; THE ESSENTIAL PARTS BEING SAFE AND HIDDEN UNDERGROUND.



A GALLERY DEEP UNDERGROUND; TYPICAL OF THOSE INTERCONNECTING THE SYSTEM OF CASEMATES: A SHELTER INVULNERABLE EVEN TO MODERN ARMAMENTS BY REASON OF THE THICKNESS OF ITS WALLS.

These interesting photographs give further details of the vast defensive system which, after three-and-a-half years' work, France has now almost completed along her eastern frontier north of the Vosges. In outline, the system consists of a series of strongly protected, camouflaged casemates, armed with the most up-to-date weapons and connected with each other by subterranean galleries. All that is essential is buried deep underground—control posts, living quarters, stores, power stations, and other adjuncts. The underground galleries form a veritable labyrinth, with here and there movable armoured doors and interior firing chambers, so that, should a fort be invaded, it could still be defended in sections. Near each fort camps have been constructed for the officers and men of the Regular Army who



A GUN OF THE LATEST DESIGN IN A CASEMATE: ONE OF THE FRENCH SERIES OF STRONGLY-ARMoured FORTS WHICH CAN BE PROTECTED AGAINST GAS BY RAISING THE ATMOSPHERIC PRESSURE INSIDE.

would occupy it if the alarm were given. Reserve troops consisting of inhabitants of neighbouring villages are trained together with the Regulars to ensure effective co-ordination, and to allow each section of the line to have among its defenders those whose home it is. Thanks to all these measures, a few hours would suffice to close the frontier completely. The whole defence system is known as the "Maginot line," after the late War Minister, M. André Maginot, who, before his death, was in charge of the works. Needless to say, the utmost secrecy prevails as to unauthorised details. A big case of alleged espionage is, indeed, *sub judice* at the time of writing. We publish on the preceding page a diagram, by G. H. Davis, showing a typical underground fortification; with other photographs on pages 628 and 629.

A "MOVIE" MADE IN THE DARK: A HISTORICAL INFRA-RED ACHIEVEMENT.

EXTRACTS FROM THE ORIGINAL KINÉ-FILM; REPRODUCED BY COURTESY OF ILFORD LIMITED.



The first infra-red kinematograph picture taken outside the laboratory was made on Monday, October 9, 1933, at the meeting of the British Kinematograph Society at the Gaumont Theatre in Wardour Street. A sketch was played on the stage by two members of the staff of Ilford Limited, in order that an infra-red film might be taken. A game of cards was started and, after the play had proceeded for a few seconds, the theatre was plunged into darkness, only the extremely feeble red glow from the infra-red lamps showing. As the game continued, one of the players became aware of the other's dishonesty, and, producing a dagger, endeavoured to stab his opponent, who, whilst warding off the blade, discovered that the other player also had a card up his sleeve! At

this moment, the lights went up and the players were again visible to the audience. The film was developed at once, but, as there was not time to prepare a positive, the negative was projected on to the screen and showed that the infra-red exposure had been ample. The set was illuminated by two 2000-watt spot-lights; but, throughout the experiment, these lights (placed about eight feet from the actors) were shut off from human eyes by infra-red filters, which transmit invisible infra-red light freely and only a trace of visible red light. The motion-camera used was a Vinten 35 mm. camera, with an $f/1.9$ Dallmeyer lens, and the pictures were taken at the normal rate of 16 per second on Ilford hyper-sensitised infra-red film, the perfection of which is due largely to Mr. Olaf Bloch.



THE WORLD OF SCIENCE.



THE VELVET-MITE, OR "HARVEST-BUG."

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

LAST year one of the readers of this page wrote to ask me to take the "harvest-bug" as a theme for one of my essays. But there was something repellent about the name, and I did not seriously consider the proposal. This year my correspondent repeated his request, and placed the matter in a new light by pointing out how much we, all of us, who live in the country, suffer from the attacks of this tiny little miscreant. And he concluded by asking whether there was any known means of mitigating the irritation it causes.

That was surely a good and sufficient reason. My reply is belated, for during the rest of this year there is little danger of further annoyance, or damage to our skins. This delay has been due to the difficulty I found in gathering information on the subject. For, in the first place, this little pest is extremely minute, and always succeeds in thrusting its tiny eggs just under the surface of the skin without inflicting the slightest pain. We are unaware of his successful raid until it is an accomplished fact. An intolerable itching, and a tiny red spot, are all the indications

we get as to what has happened. Even to-day, so far as I can make out, experts are a little uncertain as to which of two or three species of "velvet-mites," as they are called when adult, is the one which so torments us. I give (Fig. 2) a picture of what is believed to be this disturber of our peace and the enjoyment of summer-time.

The adult velvet-mite appears to divide its time between sun-bathing in the grass and looking out for victims, who, all unsuspecting, squat down on the grass when picnicking, or who happen to be working in the garden, or playing tennis. Curiously enough, I myself was bitten many times this summer, and was puzzled as to what sort of creature had inflicted the bite. It was not until I came to grips with this theme that I discovered that I had missed a great opportunity. I might have found the larva. These, however, require great skill and no little experience for their extraction whole, and this is essential for the attainment of any useful information. However, I have learned much that will help me in the pursuit of this matter next year. Meanwhile, I give all those of my readers who have suffered this year at tennis or gardening, a recipe or two, said to be efficacious.

The late Dr. Theobald recommended rubbing the legs with oil of citronelle

before venturing outdoors. Another measure is to rub "flowers of sulphur" over the legs from the knees downwards. A hot bath with strong soap, or salt, taken after walking in places likely to be infested with the "velvet-mite," is also recommended. These tiny creatures are generally of a bright scarlet colour, and have a world-wide distribution. Waterton, in his "Wanderings in South America" tells us how much he suffered from the "Bête-rouge." "This horrible little pest," he says, "very much resembles our harvest-bug . . . and causes the most violent irritation."

But in the forests of Ceram, Alfred Russel Wallace encountered a much more virulent species, which covered him from head to foot with inflamed lumps. Eventually they brought on an illness confining him to the house for nearly two months. The velvet-mites, and the various species of "ticks," are really nearly related to the spiders and scorpions, though, superficially, this relationship, perhaps, does not suggest itself.

Commonly we accept the fact that they have this family connection without more ado. Yet what agencies brought them into being from such a stock? A large percentage of all the known species—and these amount to several hundreds—are microscopic in size. Yet they have spread over the whole world, changing their shapes, and their haunts and habits, in a most surprising way. Some, like our beautiful little scarlet water-mite, live a roaming life, and are vegetarians. Some are semi-parasitic, and some entirely parasitic, and some spread deadly disease in their track. Under the microscope we cannot but be impressed with the beauty and complexity of their structure, which, in all its parts, is as perfect and efficient as in creatures hundreds of times larger. They are not all microscopic: for some of the ticks which infest our farm-animals are as large as one's little finger-nail. These, indeed, seem to show that parasitism pays, to judge from their bloated appearance.

Of the aquatic species two are especially interesting. One of these is the scarlet water-mite already referred to: the other, *Atax bonzi*, a near relation, in its larval stage lives within the shell of the fresh-water mussel. Here is the first step towards parasitism. Nearly related are the marine species of the family halicaridæ, found among seaweeds in rock pools, or brought up, often in large numbers, by the dredge. They differ from the

fresh-water mites in having the body protected by a hard cuirass.

It has already been shown that in the "shifts for a living" the tribe has had to make, they display a remarkable diversity. But the whole tale is not yet told. Ages and ages before the days of our aeroplanes, mites discovered the advantages of aerial transport. For a number of different species fasten themselves to the legs of beetles, especially the dor-beetle and its allies. Some prefer humble-bees, flies, and saw-flies. Some may be found attached in more or less symmetrical rows to the wings of dragon-flies, showing thereby a finely eclectic choice. Some have adopted birds as their host. Among these the most remarkable are those which take up their abode within the pith-cells of



1. A STRANGE PARASITIC MITE WHICH HAS THE CORMORANT AS ITS HOST: *FREYANA HETEROPUS*; REMARKABLE FOR THE FACT THAT THE SECOND LEG OF THE MALE, ON THE LEFT SIDE, IS LONGER THAN THAT ON THE RIGHT. (MAGNIFIED; AFTER MICHAEL.)



2. A SUMMER PEST OF THE COUNTRYSIDE WHICH OFTEN BRINGS DOWN ON ITS HEAD THE MALEDICTIONS OF PICNICKERS AND CAMPERS: THE "HARVEST-BUG" AT ITS LARVAL STAGE; ONE OF THE VELVET-MITES (*LEPTUS AUTUMNALIS*), WHICH, IT IS THOUGHT, DEPOSITS ITS EGGS UNDER THE SKIN, CAUSING INTENSE IRRITATION AS SOON AS THEY HATCH OUT. (HIGHLY MAGNIFIED.)

This mite is very minute and of a scarlet colour, and it lives in the grass. Those who work in hayfields or gardens, or even play tennis, know how great the irritation is which starts as soon as the harvest-bug's egg hatches.



3. A LARVAL STAGE OF THE "BEETLE-MITE" (*LEIOSOMA*): A DRAWING SHOWING HOW THE ANIMAL HAS CONTRIVED TO CONSTRUCT A VESTMENT OF SINGULAR BEAUTY FROM ITS CAST-OFF CLOTHING; SUCCESSIVE CASTS OF SKIN BEING RETAINED ON THE BACK. (MAGNIFIED; AFTER MICHAEL.)

In each successive moult the old skin, instead of being thrown aside, is somehow retained on the back. In the centre is an ellipse (with the innermost set of scales attached) formed of the cast-off larval dorsal skin. The other rows of scales belong to successive nymph-skins.

the main-stem of the feathers. In the matter of structure, however, they do not impress one so much as the singular species found upon the cormorant (Fig. 1), wherein it will be noticed that the feet are not only armed with wheel-like sucking discs, but that the second leg of the left side, in the male, is much longer than the right. What this may mean we do not know.

Finally, I come to the amazing case of *Leiosoma palmicinctum*, one of the oribatidæ, or "beetle-mites," so called from the hardness of their skins. Some species—and more than 220 are known—have a curious habit of collecting dirt and debris on their backs, which is held in position, after the manner of spider-crabs, by means of hooked spines, covering the shell of the back. But *Leiosoma* outdoes them all, at least in its early or nymph stages; for in each successive moult the old skin, instead of being thrown aside, is somehow retained on the back, giving rise to the most extraordinary and certainly beautiful effect seen in Fig. 3. Herein the central ellipse, with the innermost set of scales attached, is formed of the cast-off larval dorsal skin. The other rows of scales belong to successive nymph-skins. The result forms a beautiful medallion, with patches of scarlet partly filling up the space between the lobes. This figure, it should be mentioned, is highly magnified. It surely might furnish the jeweller with a pattern of unusual beauty. The mites of this tribe are to be found in dead wood, or vegetable debris, under bark, or among moss and lichen.

THE CAMERA AS RECORDER: NEWS BY PHOTOGRAPHY.



STRIKERS AND ARMED CITIZEN-DEPUTIES CLASH IN PENNSYLVANIA: "RIOT GUNS" AND TEAR-GAS IN FIGHTING IN WHICH ONE WAS KILLED.

The continued prevalence of strikes and lock-outs in various parts of the United States has recently dismayed the National Recovery Administration and greatly hampered its work. Clashes between armed guards and pickets have been frequent, especially in the mining districts of Pennsylvania and Illinois. One such is illustrated here. It occurred at Ambridge, an important industrial centre of Pennsylvania, on October 5.



MARSHAL PILSUDSKI (CENTRE) SALUTING THE COFFIN OF KING JOHN SOBIESKI OF POLAND: COMMEMORATING THE 250TH ANNIVERSARY OF THE DELIVERANCE OF VIENNA.

The Polish festivities in honour of King John Sobieski culminated at Cracow on October 6, when the 250th anniversary of that great warrior's deliverance of Vienna from the Turks was suitably commemorated. Marshal Pilsudski, after reviewing twelve regiments of cavalry, went to the old Royal Castle, within which are the graves of the Kings of Poland. He descended into the vaults and saluted the coffin of King John.



THE END OF THE "BATTLE OF THE HOTEL NACIONAL," HAVANA: CUBAN OFFICERS ASSISTING THEIR WOUNDED COMRADES AS THEY LEAVE, UNDER ESCORT, TO IMPRISONMENT.

As briefly reported in our last issue, the siege of the Cuban officers holding out in the Hotel Nacional ended on October 2, when they were bombarded by Government forces into surrender. The surviving officers were then removed to the Cabana fortress under guard. On the following day an unsuccessful attempt was made to assassinate the new President, Señor Grau San Martín; but political dissensions were then allayed by a cyclone which struck the island and distracted attention.



THE FORD MOTOR SHOW AT THE ALBERT HALL: A GENERAL VIEW ON THE OPENING DAY, WHEN THE EXHIBITION WAS INAUGURATED BY SIR PERCIVAL PERRY—THE FLOOR SPACE CROWDED WITH VEHICLES AND INTERESTED VISITORS.

The Ford Motor Company, which does not exhibit at Olympia, is holding at the Albert Hall an exhibition of all Ford productions—motor-cars, commercial vehicles, tractors, and industrial units. The exhibition is to continue until to-day, October 21. No marked alterations are made in the vehicles to be sold in 1934. Three car models—the V-8 eight-cylinder, the 14-h.p. four-cylinder, and the 8-h.p. four-cylinder—continue in production. The V-8 has a maximum speed of about eighty miles an hour.

THE WORST FIRE THAT CANTERBURY HAS KNOWN FOR MANY YEARS: THE BLAZE AT THE CITY MILLS, WHICH ENDANGERED AN ENTIRE STREET—AN AIR VIEW; WITH THE CATHEDRAL IN THE BACKGROUND.

On the morning of October 17 the City Mills, Canterbury, a six-storey building belonging to Messrs. T. Denne and Sons, caught fire in one of the middle floors. This flour-mill was a 200-year-old building of timber, and one of the oldest businesses in Canterbury, employing about thirty workmen. It used to be a city storehouse in case of siege. Soon the entire building was affected, and two of the houses in Mill Lane, the adjoining street, also caught fire. By 12.30 the fire was under control; but since there was a mass of debris in the mill, as well as some 400 tons of grain, it was expected to smoulder for some time.



NAZI GERMANY: HITLER'S HAMMER; NAPOLEON RELICS; A DUMMY GUN.



THE SILVER HAMMER THAT BROKE IN HERR HITLER'S HAND IN MUNICH: THE HAMMER IN ITS CASE; SHOWING THE SWASTIKA AND THE EAGLE.

As noted on the opposite page, this hammer broke in Herr Hitler's hand as he was striking for the first time on the foundation-stone of the new Gallery of German Art in Munich. The hammer—spoken of as "the sign and symbol of the future of the Nazi movement"—was made by a Nazi Bavarian silversmith. It was of silver, but the lower portion of the ornamented silver handle was encased, in order to ensure a better grip.



NAPOLEON'S ORDERS, TAKEN FROM THE BERLIN WAR MUSEUM IN 1919, RESTORED TO THAT INSTITUTION: THE SIXTEEN DECORATIONS IN PLACE AGAIN.

The insignia of the sixteen Orders which were found in Napoleon's coach when it was captured after the Battle of Waterloo were kept in the Berlin War Museum. They disappeared from it in 1919, at the same time as the French and Belgian flags in the Museum were burned by German officers and students in order that there should be no possibility of their being handed over to the Allies, on demand. A few days ago they were sent to General Göring, the Prussian Premier, by some person unknown; and duly returned to the Museum.



HERR HITLER ACCLAIMED AFTER GERMANY'S WITHDRAWAL FROM THE LEAGUE OF NATIONS AND THE DISARMAMENT CONFERENCE: THE CHANCELLOR IN MUNICH.

On our front page, we show Herr Hitler broadcasting to the German people after Germany's withdrawal from the League of Nations and the Disarmament Conference on October 14. This shows him in Munich on the 15th, when he laid the foundation-stone of the Gallery of German Art. Speakers said that the festival would demonstrate that Germany had no aggressive military ambitions, but wished to serve the world through her cultural achievements.



GERMANY AND RE-ARMAMENT PROPAGANDA: A SPECIMEN OF HER GREAT WAR HEAVY ARTILLERY IN WOOD; AT THE EXHIBITION, "THE FRONT," IN BERLIN.

Germany, claiming a present right to re-arm is, at the same time, urging that all her endeavours are essentially peaceful. A comment upon the apparent militarisation of German life is given on our front page: here is a further comment—in this case, from the "Telegraph": "There must be a period before disarmament in which it may be fully ascertained whether in the German people there has taken place a genuine change of spirit parallel to that which Herr Hitler implicitly declares to have been worked in himself."

A NAZI SYMBOL BREAKS IN HERR HITLER'S HAND IN MUNICH.



THE MOMENT AT WHICH THE HAMMER BROKE—AND STARTLED THE SUPERSTITIOUS! THE CHANCELLOR STRIKING THE FIRST—AND LAST—BLOW ON THE FOUNDATION-STONE OF THE NEW GALLERY OF GERMAN ART.

During the laying of the foundation-stone of the new Gallery of German Art, in Munich, by Herr Hitler, on Sunday, October 15, the day after Germany had announced that she would withdraw from the League of Nations and from the Disarmament Conference, a most dramatic incident occurred; a happening that has given rise to much talk, more especially on the part of those who believe in portents! The "Daily Telegraph's" correspondent reported the incident fully. He stated that on the arrival of Herr Hitler the Bavarian Minister of the Interior handed him a silver hammer, saying: "The Munich Upper Bavarian Nazi Corps, with which the Nazi movement was founded, presents you with this hammer, with the desire that you will use it not only to-day to lay the foundation-stone of the Gallery of German Art, but also for laying the foundation-stones of all new buildings, and that you

will regard it as the sign and symbol of the future of the Nazi movement." Thereupon, Herr Hitler took the hammer. He was to have tapped the stone three times; but at the first blow the hammer broke in two, the handle remaining in his hand, the head resting on the stone. Without a word, the Chancellor turned and resumed his seat. The same correspondent pointed out that the German Press had been forbidden to report the incident, and that orders had been issued that photographs showing it should be destroyed. On the following day, the "Telegraph" repeated that elaborate precautions were being taken in Germany to keep the affair as secret as possible. It also asserted that a Press photographer who had circulated a photograph taken after the breaking of the hammer had been threatened with internment in a concentration camp if he did not prevent publication. The hammer is illustrated opposite.

BOOKS OF THE DAY.

HITHERTO the letterpress on book-wrappers, known as the publisher's "blurb" (horrible word!), has been in the nature of an advertisement, or what Byron might have called "the puff preliminary." Lately, however, I have noticed a tendency to print on the wrapper alone, and not in the preface, information explaining the inception or purpose of a book. This practice is, I think, a mistake. Such explanations, if needed, should of course be contained within the book itself, for a loose wrapper may easily be torn or thrown away. A case in point, where such accidental detachment of the wrapper might leave the reviewer guessing as to the motive of publication, is "THE LETTERS OF GEORGE GORDON, 6TH LORD BYRON." Selected by R. G. Howarth, M.A. Introduction by André Maurois. With sixteen Contemporary Portraits in Photogravure (London: Dent; New York: Dutton; 7s. 6d.). Byron is Byron, of course, and Maurois is Maurois, and both of them here are giving us of their best under ideal conditions in the matter of *format*. I can imagine a reader asking, however, on what principle this selection of letters had been made. That question, without the wrapper, I should not have been able to answer. M. Maurois is not concerned with it, but rather with the quality of Byron's epistolary prose. Turning to the wrapper, however, I find the mystery of the book's genesis revealed. The "blurb" has here usurped the functions of the editorial preface. Referring to the absence of any edition of Byron's letters between short selections and the six-volume Prothero edition, it continues: "Mr. Howarth, following up his successful editing of Pepys's *Letters and Second Diary*, has bridged the gap with the present edition. Nearly 300 letters have been carefully selected to cover every important phase of Byron's life and work."

Byron's letters have the charm of complete spontaneity and a raciness suggesting that he writes exactly as he would have talked to his correspondent, without the least *arrière pensée* as to possible future publication. M. Maurois gives us exactly what is required in an introduction. Touching briefly on Byron's character, he tells the reader who may come fresh to the subject just what to expect, classifies Byron's various groups of correspondents, and analyses with subtle penetration the vivid power of his pen. I should like to add a word of gratitude to Mr. Howarth on his excellent methods of editing. His notes are where the reader wants them—on the same page as the allusions, but so compact as to be unobtrusive. He provides both a general index and an index of correspondents, and he gives, wherever known, the place as well as the date of each letter. Above all, he supplies a fresh and piquant heading for about 450 right-hand pages. Here at last is one of my ideals in book production realised!

When Byron died (in 1824), M. Maurois recalls, the young men of Paris wore crape on their hats. There was living in Paris at that time a very young Frenchman (aged about three) who, if fifteen or twenty years older, would doubtless have joined in that memorial tribute. His subsequent career is fully and sympathetically recorded in "BAUDELAIRE." By Enid Starkie (Gollancz; 18s.). Here again it is only from the wrapper that I learned certain pertinent facts. One is that the author is Lecturer in French literature at Oxford; another is that the book is the first reasonably complete work on Baudelaire in any language; and the third fact is that "Miss Starkie has had access to numerous unpublished documents which have not been used even in France." On this matter of documentation the author herself is less explicit, but her prefatory remarks indicate untiring research.

Miss Starkie cites as being "the best prologue to Baudelaire's work and to any study of his life" some lines he wrote after the trial in which his only book of poems, "Les Fleurs du Mal," was condemned for alleged obscenity. One line expresses both his own feeling and the spirit of this very revealing and appreciative biography—

Lis-moi, pour apprendre à m'aimer.

Certainly one likes Baudelaire better at the end of his life-story than at the beginning. In his youth it is not so much the sensual excesses and wild extravagances that are repellent, as his egotistic want of consideration and sometimes active unkindness towards relatives who were trying to keep him straight. After he had fallen on evil days, however, and begun to reap a crop of his wild oats in lifelong debts and disease, his personality undergoes a change. He becomes more charitable and appealing, and develops spiritual ideals. The trouble with Baudelaire

as a young man was that his mother and his military stepfather had no conception of the artistic temperament. They could not understand his literary aspirations and tried to thrust him into an uncongenial profession. At an age when young Englishmen usually went to Oxford or Cambridge, as Miss Starkie points out, he was plunged into the Bohemian life of the Latin Quarter, a bad substitute for university training. When he came of age (in 1842) he inherited about £3000, without apparently having been educated in the control of money. Naturally, being what he was, he proceeded to "blue" it with great rapidity. Eventually, the family council got to work, and he was placed under a lawyer's supervision. The rest of his life is a struggle with money difficulties, literary disappointments, and certain personal entanglements, especially his pathetic fidelity to Jeanne Duval. It is worth speculating, perhaps, how he might have developed if, instead of the surveillance of a *conseil judiciaire*, he had found, like Swinburne (one of his admirers and correspondents), a strict but bookish guardian angel in the shape of a Theodore Watts-Dunton!

From his earliest adolescence, Baudelaire was a literary rebel. Regarding his school days, we read: "The new writers had not yet penetrated into the curriculum. Ste. Beuve, Musset, Gautier, were considered . . . very much as teachers to-day consider T. S. Eliot, Huxley,

a coloured portrait by the Author (Secker; 10s. 6d.); and "LORENZO IN TAOS": the Story of D. H. Lawrence in New Mexico. By Mabel Dodge Luhan. Illustrated (Secker; 10s. 6d.). Between these two there is more than a geographical kinship. Baudelaire is not among the ten French writers included in "TITANS OF LITERATURE." From Homer to the Present. By Burton Rascoe (Routledge; 12s. 6d.), although we are reminded, incidentally, of his devices to *épater les bourgeois*, and of his rejection by the French Academy. In "KEY BOOKS OF BRITISH AUTHORS": 1600-1932, by Andrew Block (Denis Archer; 15s.), we have an alphabetical list of important authors, with short particulars of one selected work of each. Byron is represented by "CHILDE HAROLD"; Lawrence by "SONS AND LOVERS."

There is a touch of the rebelliousness of Baudelaire (but without his vices), in reaction against a strait-laced elder generation, in a lively volume of reminiscences by the grandson of Victorianism's poetic high priest—"FROM VERSE TO WORSE." By Lionel Lord Tennyson. With eight Plates (Cassell; 10s. 6d.). The famous cricketer (known to journalism as "the Laureate's amazing grandson"), captained England against Australia in the third Test of 1921 and made sixty-three, batting one-handed owing to an injury. He tells a stirring tale of his adventures in the War, during which he was thrice wounded and both his brothers were killed. He describes himself as "a gambler by nature," and a few years before the war he had an experience somewhat resembling that of Baudelaire, for a stern father summoned a family meeting to decide about his betting debts. His poetic ancestry came out in some verses he was asked to write for a newspaper, celebrating Chapman's captaincy of England in Australia in 1928-9. Hence an amusing bit of dialogue. His demand for a fee of £100 was *épatant* to the editor, whose representative said: "My dear Lionel, that's more than your respected grandfather ever got; more than Mr. Kipling gets; and, incidentally, twenty times as much as Milton got for the whole of 'Paradise Lost.' " "That may be so," he replied, "but none of them ever captained England at cricket, and when did one captain of an England eleven ever write a poem in honour of another captain of an England eleven? My dear fellow, these verses are unique in English literature."

In reference to these high matters, I was delighted to see, a few days ago, that the little tiff between the M.C.C.

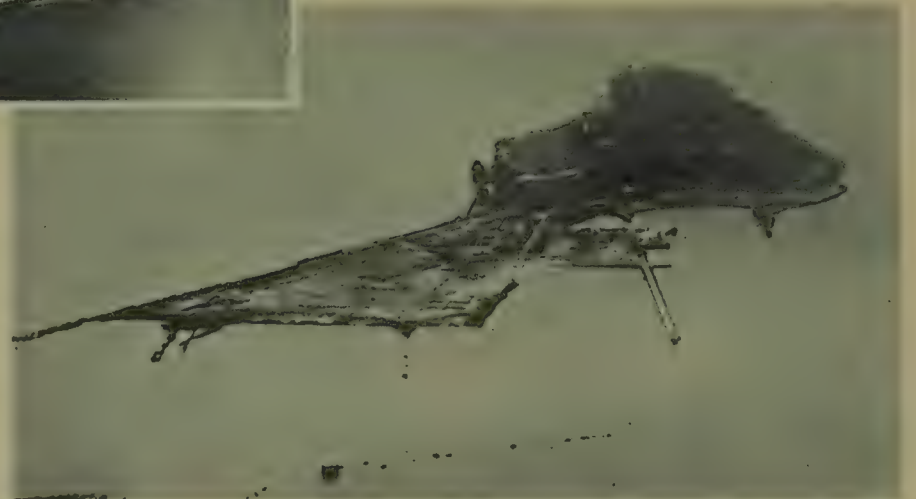


THE GERMAN NAVAL BASE AT HELIGOLAND AS IT WAS BEFORE THE DESTRUCTION OF THE HARBOUR WORKS IN ACCORDANCE WITH THE TREATY OF VERSAILLES: AN AIR VIEW FOR COMPARISON WITH THE ADJOINING PHOTOGRAPH SHOWING ITS PRESENT STATE.

These two photographs have recently been published together in a German paper in connection with a typical complaint that, while "Germany has completely disarmed, French armaments on land and sea have been increased to the highest possible standard." The German writer goes on to say: "When it is considered that the terms of the Treaty have enforced the destruction of the entire German system of fortifications, the undiminished French cry for security seems utterly unintelligible."

D. H. Lawrence, or James Joyce. . . In secret he read the Romantic poets, Byron, Shelley, and Ste. Beuve. . . He read with feverish interest Ste. Beuve's one novel, "Volupté," that book amongst all others so dangerous to youth." Ste. Beuve did not realise his responsibility in this matter, for often in later years we find him withholding or delaying the support for which Baudelaire was constantly appealing against his detractors. As for the judicial condemnation of Baudelaire's poems, the whole edition of which was destroyed, it is sufficient to recall what Alfred de Vigny said to him: "I must tell you that these *Fleurs du Mal* are on the contrary for me, *Fleurs du Bien*." Whatever may be thought of Baudelaire the man, as an artist he remained true to the highest aesthetic principles, and never betrayed them to seek popularity. Both on the human and the artistic side, Miss Starkie's book is deeply interesting.

To readers interested in literary history, with its affinities and contrasts, I would commend several books which I hope to discuss another week. In point of subject they tend, like the occupants of the Ark, to enter two by two. One of these pairs is composed of "WILLIAM BLAKE," by J. Middleton Murry (Cape; 10s. 6d.), a heroic effort at grappling with the prophetic books and extracting therefrom their author's abstruse doctrine—and a slighter study of the visionary poet, "WILLIAM BLAKE," by Alan Clutton-Brock (Duckworth; 2s.), a new volume in the Great Lives series. Then follow hand-in-hand, both from one publishing house, two reminiscent books about D. H. Lawrence—namely, "LAWRENCE AND BRETT," A Friendship. By Dorothy Brett. With nine Illustrations, including



AN ILLUSTRATION OF GERMANY'S GRIEVANCES AGAINST THE TREATY OF VERSAILLES: THE DISMANTLED NAVAL BASE AT HELIGOLAND—AN AIR VIEW OF THE ISLAND SHOWING THE REMNANTS OF THE HARBOUR (SEEN AS IT WAS FORMERLY IN THE ADJOINING PHOTOGRAPH) NOW SUBMERGED AT HIGH TIDE.

and the Australian cricket authorities had been amicably settled. A permanent estrangement from our good brothers of the island continent, lying (as Tennyson put it)

By the long wash of Australasian seas,

would have been absolutely unthinkable. Cricket "fans" can now read in retrospect, with a quiet mind, about last year's agitations, in such books as "BODY-LINE?" By Harold Larwood. With Foreword by D. R. Jardine. Illustrated (Elkin Mathews; 5s.); "JARDINE JUSTIFIED." The Truth About the Ashes. By Bruce Harris. With Foreword by D. R. Jardine, Captain of the M.C.C. Team. Illustrated (Chapman and Hall; 6s.); "THE FIGHT FOR THE ASHES—1932-3." A Critical Account of the English Tour in Australia. By J. B. Hobbs. Illustrated (Harrap; 8s. 6d.); "DEFENDING THE ASHES—1932-3." By R. W. E. Wilmot, "Old Boy" of the *Argus* and the *Australasian*, Melbourne. Illustrated (Melbourne: Robertson and Mullens; 6s.). Somehow these books remind me of another Tennysonian phrase, which I trust may be true, in a mystical sense, of the defunct controversy—

And from his ashes may be made
The violet of his native land.

Here also may fittingly be mentioned "SUSSEX CRICKET." By A. E. R. Gilligan. With Foreword by K. S. Duleep-sinhji. Illustrated (Chapman and Hall; 6s.). In this last book I notice an allusion to the author of "From Verse to Worse"—"Lionel was a grand fellow to play against." C. E. B.

PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.



SIR CHARLES KINGSFORD-SMITH.

Flew from England to Australia in 7 days, 4 hours, 50 mins., arriving at Wyndham on October 11. Broke the previous record by 1 day, 15 hours, 57 mins. His machine, a Percival Gull, with a Gipsy Major engine, is illustrated on page 111.



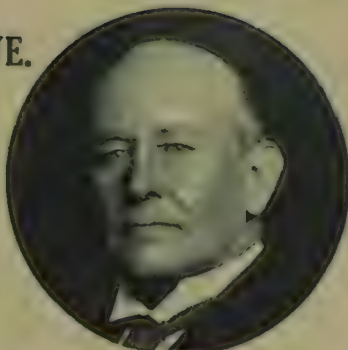
PROFESSOR A. A. BEVAN.

The great Oriental scholar. Died October 16; aged seventy-four. Formerly the Lord Almoner's Professor of Arabic, Cambridge. Published "The Hymn of the Soul" (1897); "The Naka'id of Jarir and al-Farazdak" (1905-1912).



MR. ULM'S ENGLAND-AUSTRALIA FLIGHT: THE AIRMAN (CENTRE) WITH HIS FELLOW-PILOT, MR. P. TAYLOR (RIGHT) AND MR. J. EDWARDS (NAVIGATOR), WHO ACCOMPANIED HIM.

Mr. Ulm left England for a flight to Australia on October 12. His machine will be found illustrated on page 111. He had with him three companions, including Mr. G. U. Allen, who is not seen in our group. At the time of writing, Mr. Ulm had left Calcutta, slightly behind Sir Charles Kingsford-Smith's time.



SIR RICHMOND PALMER.

Appointed Governor of Cyprus, in succession to Sir Reginald E. Stubbs. Entered Nigerian service, 1904; Lieut.-Governor of the Northern Provinces of Nigeria, 1925. Governor of Gambia since 1930.

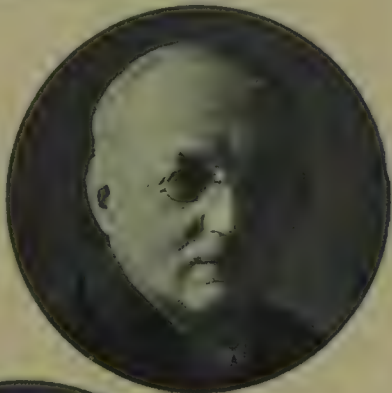


SIR A. MAYO-ROBSON.

The famous surgeon. Died October 12; aged eighty. Surgeon, Leeds General Infirmary, 1884-1902. Member of the Council of the Royal College of Surgeons, 1893. Served in Gallipoli and Egypt with the A.M.S.

DR. F. W. HALL.

President of St. John's College, Oxford. Died October 11; aged sixty-five. Master, Westminster School, 1893. Elected Fellow of St. John's and Lecturer in Classics, 1897. Editor of the "Classical Quarterly," 1911-1930.



THE CROWN PRINCE AND PRINCESS OF NORWAY IN ENGLAND: THEIR ROYAL HIGHNESSES PHOTOGRAPHED ON THE TYNE.

The Crown Prince and Crown Princess of Norway arrived in the Tyne on October 13 in the steamer "Venus," from Bergen. Later they proceeded to London by the express from Newcastle. The Crown Prince's mother, the Queen of Norway, had arrived in England a fortnight previously, and was staying in Norfolk.

BARON VON NEURATH.

German Foreign Minister. Sender of the telegram to Mr. Henderson announcing Germany's withdrawal from the Disarmament Conference on Oct. 14. The Conference was adjourned for ten days.

MR. VERNON BARTLETT.

Mr. Vernon Bartlett's B.B.C. broadcast, on October 14, dealing with Germany's case with regard to her withdrawal from the Disarmament Conference and the League, has given rise to much discussion.

SIR LANCELOT CARNEGIE.

Former Ambassador to Portugal. Died October 15; aged seventy-one. Served in St. Petersburg (1892), China, Vienna, and Paris, where he became a Minister, 1911. Minister to Lisbon, 1913; Ambassador, 1924.

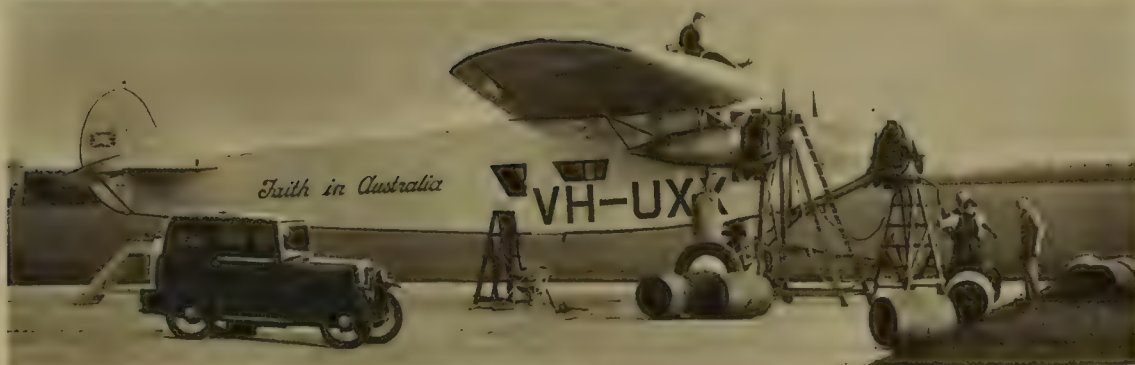


WINNERS OF THE "BYSTANDER" LADIES' FOURSOMES TOURNAMENT AT RANELAGH: MISS PAM BARTON (KNEELING) AND HER SISTER, MISS MERVIN BARTON, ON THE LINKS. Sisters, Miss Pam Barton (West Middlesex) and Miss Mervin Barton (Royal Mid-Surrey), gained a remarkable success in the "Bystander" Foursomes Tournament at Ranelagh on October 13. They defeated Mrs. Rieben and her daughter, Isabella (two Aberdovey players, who have each won the Welsh Championship), by 2 up and 1 to play. The Misses Barton are the youngest winners of this tournament, which attracted an international entry of over 250 players.



THE CHAMPION DOG AT THE KENNEL CLUB'S SHOW: THE WIRE-HAIRED FOX-TERRIER "CRACKLEY SURETHING"; OWNED BY MR. J. R. BARLOW.

The seventy-second Show of the Kennel Club opened at the Crystal Palace on October 11. The wire-haired fox-terrier "Crackley Surething," belonging to Mr. J. R. Barlow, was champion of the Show. He won the Kennel Club Championship for the best dog or bitch in the Show; the Lonsdale Challenge Cup for the best dog in the Show; the Theodore Marples Trophy for the best sporting exhibit; as well as other trophies.



MR. CHARLES ULM'S MACHINE, "FAITH IN AUSTRALIA," BEING FILLED WITH PETROL AT FELTHAM, IN READINESS FOR THE START OF HIS FLIGHT: AN AVRO-TEN MONOPLANE WITH THREE WRIGHT WHIRLWIND ENGINES.

Air Commodore Sir Charles Kingsford-Smith left Lymington at dawn on October 4 and arrived at Wyndham, Western Australia, on October 11, thus setting up a new record of 7 days, 4 hours, 50 minutes for a flight from England to Australia. The previous record, that of Mr. C. W. A. Scott, was 8 days, 20 hours, 47 minutes. The daily average distance flown by Sir Charles was over 1400 miles, and the longest day's flight was quite 14 hours. —Mr. Charles Ulm, another Australian airman, accompanied by Messrs. G. U. Allen and P. Taylor (air pilots) and Mr. John Edwards (navigator), left Feltham, Middlesex, at 10.30 p.m. on October 12, with the object of beating Sir Charles Kingsford-Smith's record to Australia. He reached Karachi in 2 days 14 hours, 14 minutes—a record for the England-to-India flight. Sir Charles had taken a little over 3 days for that section of his flight. Mr. Ulm arrived at Calcutta on October 16, many hours ahead of Sir Charles Kingsford-Smith's time, but there, for various reasons, he lost his lead. On page 639 we give portraits of the rival airmen.



SIR CHARLES KINGSFORD-SMITH'S AEROPLANE, "MISS SOUTHERN CROSS," IN WHICH HE ESTABLISHED A NEW ENGLAND-TO-AUSTRALIA FLIGHT RECORD OF 7 DAYS, 4 HOURS, 50 MINUTES: A PERCIVAL GULL MONOPLANE WITH A GIPSY MAJOR ENGINE.



THE REICHSTAG FIRE TRIAL TRANSFERRED TO BERLIN, WHERE THE OUTRAGE WAS DRAMATICALLY "RECONSTRUCTED": THE STUDENT FLOETER (STANDING, RIGHT) GIVING EVIDENCE.

On the night of October 12, after the Reichstag Fire Trial had been transferred from Leipzig to Berlin, the scene of the outrage was partly re-enacted outside the Reichstag itself, in the presence of a great crowd, controlled by hundreds of armed police. Among other witnesses who played their parts in this dramatic reconstruction was a student named Floeter, who had claimed



THE CHIEF ACCUSED: VAN DER LUBBE, WITH HIS HEAD BOWED MORE THAN EVER, AS THOUGH IN STUPOR.

to have seen a man climb through a window, with a burning object in his hand, on the night of the actual fire. In the reconstruction, Floeter came round the corner from the Tiergarten. As the trial proceeded, the chief accused, the Dutchman, Van der Lubbe, seemed to sink more and more into a stupor, with his head hanging lower and lower. Nothing could rouse him.



"ARTS AND CRAFTS" WEEK IN BERLIN: A MASS MEETING IN THE GRUNEWALD STADIUM—THE CROWD GIVING THE HITLER SALUTE.

The Week of German Arts and Crafts opened on Sunday, October 15, with a mass demonstration in the Grunewald Stadium. Herr Hitler himself was away at Munich, laying the foundation-stone of the "House of German Art," but he was represented at the Berlin gathering by a huge portrait of himself. The old guilds and corporations marched into the Stadium carrying their historic flags. The Swastika and the Nazi banners were also, of course, much in evidence.



THE UNION OF THE TWO MECKLENBURGS: THE REICHSTATTHALTER HILDEBRANDT SPEAKING AT THE CELEBRATION OF THE EVENT AT ROSTOCK.

The union of Mecklenburg-Schwerin and Mecklenburg-Strelitz is a sign of the passing of the old Germany, with its strong regional feelings. The union took place on October 13. Among the guests at the solemn proclamation of the union was the last Grand Duke of Mecklenburg-Schwerin. He belongs to a race which is not German, but Slav, and is one of the oldest that have reigned in Europe. The heirs of the Strelitz line were Russian subjects in 1914.

THE MOST TRAGIC FOREST FIRE ON RECORD: A CALIFORNIAN "INFERNO."

THE most tragic forest fire ever known occurred on October 3 in Griffith Park, near Los Angeles, California, where, through long-continued drought, the bush and grass blazed with fierce rapidity. A force of 4000 people was hastily assembled to fight the fire, consisting partly of unemployed men, and partly of members of the civilian forestry corps. Owing to unfamiliarity with the district, which contains several small mountains and narrow valleys, and to the confusion caused by the dense smoke from burning brushwood, a number of men suddenly found themselves trapped, with flames all around, in a ravine with sloping sides 500 ft. high. One man, trying to climb out, fell and broke his back. Others

[Continued on right.]



BEFORE THE FIRE: A GENERAL AIR-VIEW OF THE WOODED RAVINES IN GRIFFITH PARK, NEAR LOS ANGELES AND HOLLYWOOD, WHERE 150 MEN WERE TRAPPED IN A BLAZING CANYON AND A LARGE NUMBER OF THEM LOST THEIR LIVES, WHILE NONE ESCAPED INJURY.



AFTER THE FIRE: THE SCENE OF AN APPALLING HOLOCAUST IN GRIFFITH PARK, WHERE 72 MEN WERE REPORTED TO HAVE PERISHED, TRAPPED IN A WOODED CANYON, WHICH BLAZED FIERCELY OWING TO A LONG DROUGHT.

managed to scramble out through the fire where it was less formidable. About 150 men, however, rushed down a canyon to seek safety, but just then the wind veered, and, blowing off the sea, caused the flames to flare up it like a chimney. The first reports of the disaster stated that 72 men had perished, while 125 were seriously injured. A later statement gave the number known to have lost their lives as 27, but the police reported 67 persons still unaccounted for. It was at first believed that the fire had been deliberately started by an incendiary, and a man was arrested, but the police found that he was not responsible for it. The work of recovering bodies continued all the next day, and it was stated that none could be identified.

THE BONGO'S STRIPES; AND HORNS OF BOTH SEXES: MARKINGS OFTEN UNEQUAL ON THE TWO SIDES.

PHOTOGRAPHS BY COURTESY OF THE NEW YORK ZOOLOGICAL SOCIETY. REPRODUCED FROM ITS "BULLETIN." (SEE COLOURED ILLUSTRATION OPPOSITE.)



A FEMALE OF A VERY RARE AFRICAN ANTELOPE SPECIES, IN WHICH BOTH SEXES ARE HORNED:
DOREEN—THE LIVING BONGO NOW IN THE ZOOLOGICAL PARK, NEW YORK.



"ITS HORNS MAKE A MASSIVE AND YET GRACEFULLY SPIRALLED TROPHY": A MOUNTED HEAD OF A MALE BONGO PRESERVED AT THE NEW YORK ZOOLOGICAL PARK.



"THE ONLY CAPTIVE EXAMPLE OF THE BONGO (*BOÖCERCUS EURYCERUS ISAACI*): THE FEMALE IN THE NEW YORK "ZOO," SHOWING THE DORSAL RIDGE OF HAIR, WITH WHITE TUFTS.



DOREEN'S LEFT SIDE, WITH ELEVEN STRIPES (INCLUDING A SHORT ONE AT THE TAIL) AS AGAINST TWELVE ON HER RIGHT SIDE (SEEN BELOW): A VIEW SHOWING ONE OF THE WHITE TUFTS ON HER BACK WITH NO CORRESPONDING STRIPE.



SHOWING THAT A STRIPE IS MISSING ON HER LEFT SIDE OPPOSITE THE SIXTH ON THE OTHER SIDE: A FRONT VIEW OF DOREEN FEEDING, IN HER QUARTERS AT THE NEW YORK "ZOO."



DOREEN'S RIGHT SIDE, WITH TWELVE WHITE STRIPES (INCLUDING THE SHORT ONE AT THE TAIL), AS AGAINST ELEVEN ON HER LEFT SIDE (ILLUSTRATED ABOVE): AN INSTANCE OF FREQUENT INEQUALITY IN LATERAL MARKINGS OF THE BONGO.

Mr. Claude Leister's statement (quoted on the opposite page) that Doreen the bongo has made herself at home in the New York "Zoo," and grown appreciably, is corroborated pictorially in five of the above photographs. In the same issue of the New York Zoological Society's "Bulletin," Mr. Raymond L. Ditmars, writing on The Harnessed Antelopes, says: "They are commonly known as bushbucks, and are grouped as five species. They are recognised by white ring-like markings circling the body. . . . The ring-like markings vary in number among individuals, and with some examples are no more than transverse stripes,

separated by the vertebral ridge, and may even differ in number on either side of an animal. We have noted a curious tendency toward one or two less number of rings on the left side of the body. With most of the species, only the male members have horns. With the bongos and the elands, the females are also horned. Two of the species, the bongo and nyala (or inyala) are the most vividly ringed and the rarest in captivity. The only captive example of the bongo (*Boöcercus eurycerus isaaci*) is now in the collection of the New York Zoological Park." The reference, of course, is to Doreen.

IN our issue of August 27, 1932, we published photographs of unique interest showing a young female bongo (an animal at that time never seen alive in Europe) which had just been caught in Kenya by Colonel E. Percy-Smith, together with his own account of his adventures during the quest and the final thrill of the capture. In the course of his article he said of the bongo: "The rarest, as it is almost the largest, of East African antelopes, it has its home in the dense mountain forests, at the height of some 9000 ft. or so. It has a brilliant chestnut coat, with curiously striped markings; in short, a beautiful and imposing creature. As the animal lives in the thickest forest, where a noiseless approach is well-nigh impossible, and is endowed as well with a hearing uncannily acute, one cannot wonder if it is rare even to catch a glimpse of it." Colonel Percy-Smith's story concluded with the safe conveyance of the animal to camp. Doreen, as she was named, proved docile and tractable. There still remained the long journey of hundreds of miles to the coast, and then the sea voyage to some new home abroad. From that point, the story of her career is continued in the "Bulletin" of the New York Zoological Society,

which eventually purchased her for the New York "Zoo." The "Bulletin" reprints the original article and photographs from our pages, and adds an interesting note, by Mr. Claude W. Leister, describing Doreen's voyage and arrival in New York. "It was first necessary," he writes, "that she be weaned and accustomed to a dry grain and hay diet. This was successfully accomplished, and when she was about eleven months old she was ready to travel and in perfect condition, due in particular to the great



THE FIRST BONGO EVER SEEN ALIVE IN EUROPE, AND NOW HAPPILY HOUSED IN THE NEW YORK "ZOO": DOREEN, THE YOUNG FEMALE FROM KENYA, WITH BEAUTIFUL TRANSVERSE MARKINGS, SHORTLY AFTER HER ARRIVAL AT HER AMERICAN HOME. From a Painting in Oils by Miss Margaret S. Johnson. Bought by the New York Zoological Society. Reproduced by Courtesy of the Society.

The First Bongo—Rarest of East African Antelopes—Kept in Captivity Abroad: A young female successfully taken to New York by way of London.

pains taken by Colonel Percy-Smith in arranging for and anticipating every detail concerning her needs. Doreen was placed in quarantine for a month and granted a certificate of health, certifying that she was 'disease free and without injury.' She was taken safely to the coast (at Mombasa) by motor truck and rail. Here arrangements were completed for the ocean trip to New York. Doreen was installed in a comfortable shipping crate, furnished with enough food to last for the trip, and accompanied by detailed feeding instructions and a quantity of milk of magnesia for possible indisposition. Thus equipped, on November 26, 1932, she was loaded on the S.S. 'Durham Castle,' bound for London. Captain and crew were so keenly interested that she was more than well taken care of. The 'Durham Castle' arrived in London on December 22, and Doreen was transhipped to the S.S. 'American Banker,' leaving for the United States the following day. Dr. Blair (Director of the New York Zoological Park), boarded the 'American Banker' at Boston and accompanied Doreen to New York, where she was quickly unloaded and taken in a comfortable van to the Zoological Park. She survived her

long journey in perfect condition, accepted her roomy quarters in the Antelope House without fuss or bother, and at once seemed to make herself at home. At this time of writing she continues in good health, has grown appreciably, and now enjoys the sunny days of spring in her corral. Doreen is a lovely animal and we hope that she may stay with us for many years to come." We give below, and on the page opposite, several photographs taken in her American home.



New Portraits of Doreen.

These two illustrations (left and right) are from photographs of Doreen taken since her arrival in New York. They show well her large intelligent eyes and the docility of her expression, besides the white facial markings typical of the bongo. The ears, which are of remarkable size, are endowed, as mentioned above, with a very keen sense of hearing.



Persian Textile Art
of the
17th Century:
A Relic of Court
Luxury at Isfahan.

(With a Descriptive Note by
Arthur Upham Pope.)

BY common consent, it was the Persian weavers and designers who carried the textile art to its highest perfection. But, unfortunately, owing to the perishable nature of the material and the innumerable destructive agencies to which it has been especially subject in Persia, only a small proportion of the finest fabrics has been preserved. As if by compensation for this destruction, and as if by way of warning that anything was possible to a Persian weaver, we have been in the last few years rewarded by the discovery of a few quite astonishing new types. The most striking find of the past year is the example herewith illustrated, formerly the property of a Persian merchant living in Moscow. It was woven at the beginning of the seventeenth century, when the famous Court of Shah Abbas at Isfahan reached that magnificence which so dazzled European visitors. The productivity of the looms during his reign in the sixteenth and early seventeenth century was prodigious, tens of thousands of skilled workmen being employed to meet the insatiable demands of an extravagant and luxurious Court, by whom beautiful textiles were regarded as one of the most serious of the fine arts, and who expressed their opulence, maintained their authority, and flattered their visitors by prodigal display and gifts of the most sumptuous and perfect fabrics the world has seen. Never has high quality been maintained in such a vast output. This was partly due to the fact that the textile designs, at least of the more important pieces, were the work of the illuminators and miniature artists.

This design is quite obviously the work of Riza Abbasi, the favourite Court painter of Shah Abbas. He was so occupied with his paintings, his drawings, and his murals in the royal palace that the few textile designs which can be reasonably ascribed to him must have been meant for the great Shah himself. Three panels of velvet, one in the Victoria and Albert Museum, one in Chicago, and one in the Cleveland Museum, can be with good reason thought to be from his design, but this fabric, because of the fineness and sharpness of the drawing,

[Continued opposite.



A Recently Discovered
Example of Persian
Silk: A Rare Fabric
after a Design by
Riza Abbasi,
Court Painter to
Shah Abbas.

IN THE COLLECTION OF
MRS. WILLIAM H. MOORE, NEW YORK.

is even more confidently recognisable as his work. The ease and grace of the figures, the sureness of the line, the perfect spacing, the superb composition of the floral spray between the two figures, at once mark the work of the Master. The beauty and balance of the colours is something not surpassed in this or any other type of textile.

It was the exceptional combination of favourable factors that brought the textile art to such perfection in Safavid times in Persia. The ideal of Persian art was from the very beginning decorative. It sought by ingenious combinations of lines and colours to create a visual *ensemble* of beauty and imagination, in which representation played only a secondary part. Hence the art of painting and the art of decoration were never far apart, so that when the great masters of painting applied themselves to textile or carpet ornament, they were on familiar ground. A further, more perfect, union between the two was effected by the unbelievable skill of the weavers and dyers. There was no tint that could be asked but what was promptly forthcoming; no subtlety of drawing but what the weaver found some way to express it with accuracy and feeling.

For the most sumptuous effect, satin and gold brocades were usually employed. Satin is thin and lustrous, and the overlapping of the long threads on the surface gives it a soft and ingratiating luxuriance. The structure of this piece, however, is what is called technically *compound cloth*. It is essentially the simplest of processes, merely a basket-like weaving of the threads. Such a method loses, of course, the glamour of the satin or the opulence of the gold brocades, but is far better adapted to the rendering of a painting, because the weave, if done with extreme fineness, as in the present instance, permits of very sharp drawing and at the same time imparts to the surface a smooth, matt quality that is very close to that of mural or miniature painting. It was a unique combination of favourable conditions that made possible the superb beauty of such a fabric, conditions so unusual that we cannot hope to see them repeated.

SELF-PORTRAITS OF "SHERE KHAN" AND "STORKS": JUNGLE SNAPSHOTS.



ON THE PROWL IN THE INDIAN JUNGLE: A VERY LARGE TIGER PHOTOGRAPHED BY ITSELF WHEN IT CAUGHT A FOOT AGAINST A TRIP-WIRE.



A GREAT INDIAN RHINOCEROS: A FINE SPECIMEN OF A SPECIES THAT IS IN DANGER OF EXTINCTION BY NATIVE POACHERS.

The general interest in the flashlight photographs of jungle dwellers in the wild is perennial. From time to time we have published many remarkable pictures taken by big-game hunters who prefer the camera to the rifle. Here are two more. That of the rhinoceros is particularly worthy of perpetuation. Mr. C. G. Baron, who sends it to us, with the snapshot of the tiger, writes: "The accompanying photographs were taken by flashlight in the jungles of Assam and Bengal. Suitable game-paths are selected, and across these are laid a trip-wire connected to a

camera and flashlamp set up alongside. For the rhinos (a family of three) two cameras were set up in a dry river-bed. One faced a rhino-path leading down the bank; and this got the picture of the bull. Notwithstanding every effort on the part of sportsmen and forest officials, the Indian rhinoceros is being hunted to death by native poachers. These rare and remarkable creatures are in danger of extinction, and, unless those concerned awake from their apathy, it will not be long before the Indian rhinoceros is a mere memory."

March 8th.

Having found my cabin, I unpacked my four suitcases, assisted in this by my excellent cabin-steward, and stowed everything conveniently away in the wardrobe and lockers at my disposal. I then came up all deck. The vessel is very magnificent internally, the builders having carried out their work in a most tasteful and luxurious manner. The after-cabin, where I have a place at one of the tables, seats over 200 passengers, and the other saloon, situated forward, is similar in every way.

On arrival in the saloon at 7.30 I found dinner in full swing, and a good orchestra playing. My table seated seven people, and I found the other tables very decent, but we were soon joined by the purser, a very nice chap, who showed me much kindness throughout the evening.

My table companions, very jolly, and quite nice and interesting, and of excellent: oysters, soup, salmon, lamb, chicken, trifle, ices, savoury, dessert, and coffee. After dinner, dancing at 9 o'clock; good food, and small, but good, band.

There was an orchestra playing in the large central lounge, and I listened to it at the same time. In another lounge I found bridge and chess being played. At 11 o'clock there was a general move for bed, but, before turning in, I had a walk on the promenade-deck. A lovely night, and smooth sea.

March 9th—12 o'clock.

AMONG THE MANY AMENITIES OF LIFE IN A LUXURY LINER DURING A PLEASURE CRUISE: A DECK-CHICKEN MATCH. The pitch is of matting. The "ball" is in the form of an octagonal box. Each side of this bears an inscription—"Boundary," "Caught," "Bowled," "How's That?", etc., and numbers. The player strikes the box with a bat, and is out, or scores, according to the inscription that comes up.

Boat-drill at 11.30, at which all passengers must appear at their appointed stations, and wearing life-jackets.

4.30 p.m. The day has been gloriously fine, and I have been on deck nearly all day—in fact, all the time except for lunch. Since lunch I have been playing deck-tennis and sports. The sun is still shining brightly and the sea comparatively calm. No ships have been in sight just lately, but a "Royal Mail" liner passed us quite close, earlier, on her homeward run.

Tea is being served on all decks by a army of stewards; delicious sandwiches, cakes, and bread and butter. The Company certainly do not intend their passengers to starve! The meals are excellent, with a great variety of dishes, and the menu-cards works of pictorial art.

We are not yet twenty-four hours out from Southampton, but the time has been so constantly filled with interest that it seems very much longer. Everyone appears to be most pleasantly disposed, which makes it all the more enjoyable. We have 422 passengers, and I am told that the crew and staff number 450—572 souls all told. There is to be no doging on one of the decks at 5 o'clock.

Later (6.30). The races are over. The dogs are, of course, toy dogs, and they are moved along a graduated course, and over hurdles, on the throwing of dice.

TO PASSENGERS.

DECK-TENNIS, OR "GRUMMITS," PLAYED WITH A RUBBER KING: ONE OF THE MOST STRENUOUS FORMS OF EXERCISE AVAILABLE

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

There is a shilling "tote," and the whole thing is most amusing and even exciting.

I am now writing in the "Gala Dinner"—something out of the ordinary.

The annunciations for the cinema show—"Sunshine Sussie," at 9 o'clock—also a bridge tournament dinner tonight is described as a "Gala Dinner"—something out of the ordinary.

After dinner, dancing at 9 o'clock; good food, and small, but good, band.

There was an orchestra playing in the large central lounge, and I listened to it at the same time. In another lounge I found bridge and chess being played. At 11 o'clock there was a general move for bed, but, before turning in, I had a walk on the promenade-deck. A lovely night, and smooth sea.

March 9th—12 o'clock.

AMONG THE MANY AMENITIES OF LIFE IN A LUXURY LINER DURING A PLEASURE CRUISE: A DECK-CHICKEN MATCH. The pitch is of matting. The "ball" is in the form of an octagonal box. Each side of this bears an inscription—"Boundary," "Caught," "Bowled," "How's That?", etc., and numbers. The player strikes the box with a bat, and is out, or scores, according to the inscription that comes up.

Boat-drill at 11.30, at which all passengers must appear at their appointed stations, and wearing life-jackets.

4.30 p.m. The day has been gloriously fine, and I have been on deck nearly all day—in fact, all the time except for lunch. Since lunch I have been playing deck-tennis and sports. The sun is still shining brightly and the sea comparatively calm. No ships have been in sight just lately, but a "Royal Mail" liner passed us quite close, earlier, on her homeward run.

Tea is being served on all decks by a army of stewards; delicious sandwiches, cakes, and bread and butter. The Company certainly do not intend their passengers to starve! The meals are excellent, with a great variety of dishes, and the menu-cards works of pictorial art.

We are not yet twenty-four hours out from Southampton, but the time has been so constantly filled with interest that it seems very much longer. Everyone appears to be most pleasantly disposed, which makes it all the more enjoyable. We have 422 passengers, and I am told that the crew and staff number 450—572 souls all told. There is to be no doging on one of the decks at 5 o'clock.

Later (6.30). The races are over. The dogs are, of course, toy dogs, and they are moved along a graduated course, and over hurdles, on the throwing of dice.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

TO PASSENGERS.

PLEASURE-CRUISE LIFE IN A LUXURY LINER.

Those who have not been fortunate enough to go pleasure-cruising in the modern manner will read these extracts from the diary of a passenger not only with great interest, but with envy. The diary life about in all its pleasant phases is detailed as it is. It shows the future tourist its author. The fact that it is concerned with our particular Mediterranean cruise does not detract from its value. It may be accepted as a vital word-picture of such cruises in general.

misty moonlight. The ship arrived off Malaga at 7.30 a.m.—just after I was called.

Have been for a delightful drive of forty miles, via Campanillas and Cartama, to Coin, a very typical Moorish village, away among the mountains. The magnolias, orange and lemon trees, and olive trees, were everywhere. In great profusion—also olive groves. Herds of goats and donkeys with panniers full of fruit on the roads.

The vessel sails at midnight. She is anchored pretty close in, and the town looks very foreign—sounding very original. The other entertainments, dog-races, and games, have been going on as usual.

To-day remained gloriously fine, and ended in a brilliant star-drift night. There was a dance, and a cinema show, but after that the decks were covered with passengers enjoying the lovely balmy night.

Arrived Cyprus at 8.30 a.m. A lovely morning. Was on deck at 5 a.m. in pyjamas and bath-wrap to see the sunrise. Many others were in similar attire. The island very distinct, with its high mountains inland. At 9 o'clock we were taken ashore in launches for an excursion to Nicosia.

Monday—March 20th. Arrived Haifa at 8 a.m., and at 9 joined Cook's party ashore in launches. Went by car to Nazareth and Sea of Galilee, visiting the Church of the Annunciation, Mary's Well, etc., and continuing by car of Galilee to Tiberias—a wonderful drive through grand, mountainous country.

Returning by a different route, we visited Mount Carmel, and saw the magnificent church there.

Captain said. Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

EXTRACTS FROM THE DIARY OF A PASSENGER.

is a luxury liner—and thus have missed one of the most fascinating of experiences—with envy. Unvarnished tale as the narrative is, it holds the attention by revealing what is expected, enthusiastic as it is, it will tempt many to test the wonders of a Mediterranean cruise in general.

preference the comfort of the luxurious lounges and smoke rooms, though the deck-games continued as usual. The ship is perfectly steady, scarcely the slightest roll.

May 20th. A long interval since last writing. The weather has now become glorious again—brilliant sun and blue sea. The swimming-bath well patronised, and beach pyjamas everywhere in evidence. The Fancy-Dress Ball and Parade on Wednesday night was a great success: many of the costumes being very original. The other entertainments, dog-races, and games, have been going on as usual.

To-day remained gloriously fine, and ended in a brilliant star-drift night. There was a dance, and a cinema show, but after that the decks were covered with passengers enjoying the lovely balmy night.

Arrived Cyprus at 8.30 a.m. A lovely morning. Was on deck at 5 a.m. in pyjamas and bath-wrap to see the sunrise. Many others were in similar attire. The island very distinct, with its high mountains inland. At 9 o'clock we were taken ashore in launches for an excursion to Nicosia.

Monday—March 20th. Arrived Haifa at 8 a.m., and at 9 joined Cook's party ashore in launches. Went by car to Nazareth and Sea of Galilee, visiting the Church of the Annunciation, Mary's Well, etc., and continuing by car of Galilee to Tiberias—a wonderful drive through grand, mountainous country.

Returning by a different route, we visited Mount Carmel, and saw the magnificent church there.

Captain said. Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

for Messina, where we are due at 7 p.m. The change of plans will give us an additional day at Naples, but, an arrival, does not detract from the ship. Soon after changing our course the storm was left behind.

May 20th. A long interval since last writing. The weather has now become glorious again—brilliant sun and blue sea. The swimming-bath well patronised, and beach pyjamas everywhere in evidence. The Fancy-Dress Ball and Parade on Wednesday night was a great success: many of the costumes being very original. The other entertainments, dog-races, and games, have been going on as usual.

To-day remained gloriously fine, and ended in a brilliant star-drift night. There was a dance, and a cinema show, but after that the decks were covered with passengers enjoying the lovely balmy night.

Arrived Cyprus at 8.30 a.m. A lovely morning. Was on deck at 5 a.m. in pyjamas and bath-wrap to see the sunrise. Many others were in similar attire. The island very distinct, with its high mountains inland. At 9 o'clock we were taken ashore in launches for an excursion to Nicosia.

Monday—March 20th. Arrived Haifa at 8 a.m., and at 9 joined Cook's party ashore in launches. Went by car to Nazareth and Sea of Galilee, visiting the Church of the Annunciation, Mary's Well, etc., and continuing by car of Galilee to Tiberias—a wonderful drive through grand, mountainous country.

Returning by a different route, we visited Mount Carmel, and saw the magnificent church there.

Captain said. Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Arrived Port Said 8 a.m. Lovely bright morning. Ashore in tender at 10, and got on Cairo train. Nearly all the ship's company going also, and only a few left on ship.

Everything going on as usual on the ship. We are now on our way for Gibraltar, and the course has been altered slightly to give us a nearer view of the islands, and we saw, very clearly, the beautiful coasts of Corsica and Sardinia, the rocks and houses dotted over the hills, and the sea was a beautiful blue.

The sun shone brightly all day, and encouraged the more timid lathers to avail themselves of the swimming-bath, which was much used by girls and boys in showy costumes, and bath-wraps in the gayest of colours.

The night was calm and bright, the sea looking very beautiful in the moonlight.

In the afternoon, the day there was a "tote" on the "Varsity boat-race." When the dance ended I sat in the after-lounge with my friends till nearly 1 a.m., when I turned in for a very good night's sleep.

April 1st. A very perfect morning, but not quite such a smooth sea as yesterday. Brilliant sun, and little white tops on the waves. There is now, of course, no land in sight. We are due to arrive at Gibraltar at 9 a.m. tomorrow, and the ship sails again at midnight. This gives time for two short shore excursions on the day drive round the town in the forenoon, visiting the various points of interest, and the other, in the afternoon, to Algeiras, etc.

There was a church service in the large central lounge at 10.45, which was very well attended, the Captain taking the service, and the Staff-Captain reading the lessons.

There is to be a treasure-hunt in the afternoon, an amusing affair.

The various competitions—golf, shuffle-board, ping-pong, quarts, bridge, and table-tennis—are proceeding, and nearing a close. It is sad to think the cruise is so nearly over; only four more days.

April 4th. Sighted "The Rock" at dawn, and came out on deck in dressing-gown at 7 o'clock. Sea calm, and the air very bright, and we saw the Gibraltar bathed in sunshine, with Algeiras across the bay.

Went ashore with the party at 9 o'clock. Continued at Home.

The run home to Southampton was over a smooth blue sea, and each day was a dream of bliss and hot sun, and each night spent under a star-lit sky and a brilliant moon. There was a great deal of swimming, and sun-bathing all over the decks, and the usual round of games and entertainments.

A DEER HUNT BETWEEN FENCES; AND PORTRAITS: SPANISH ART.



"THE DEER HUNT"—IN AN ENCLOSURE AS A COURT DISPLAY; BY J. B. M. DEL MAZO: A SPANISH SCENE BY A PUPIL AND SON-IN-LAW OF VELASQUEZ. (186 BY 249 C.M.)
 A long course for the deer hunt is set up across the middle of the picture, enclosed in white fences of the height of a man, and with a tribune erected at one end. The deer are chased into the enclosure, so that the hunters, among whom is King Philip IV., may kill them before the eyes of the spectators. The ladies of the Court in gaily-coloured dresses, headed by Queen Anna Maria, are seated on the tribune, while cavaliers stand around in groups. A large crowd, some on foot and some on horseback, play a lively part in the animated scene.



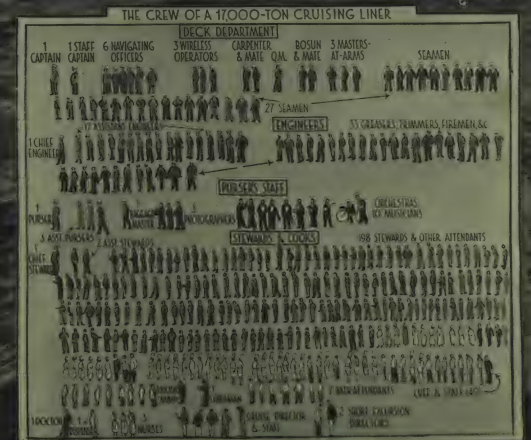
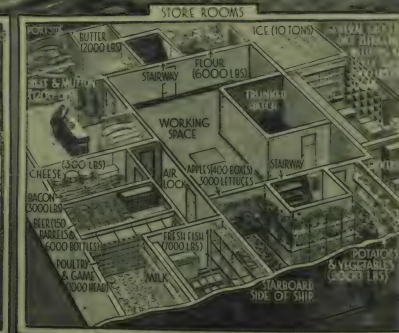
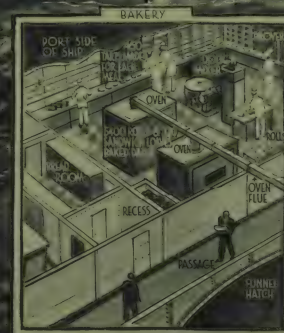
(LEFT)
 "PORTRAIT
 OF A LADY";
 BY GOYA
 (1746-1828):
 A SEATED
 FIGURE,
 HALF-LENGTH,
 HOLDING A
 LETTER ON
 WHICH IS
 GOYA'S
 SIGNATURE
 AND THE
 DATE 1797.
 (73.5 BY 59 CM.)



(RIGHT)
 "PORTRAIT
 OF THE
 TORERO
 FRANCISCO
 MONTES";
 BY EUGENIO
 LUCAS THE
 ELDER
 (1824-1870):
 A HALF-LENGTH
 STUDY OF A
 BULL-FIGHTER
 IN BLUE
 TROUSERS
 AND A BLUE
 COAT TRIMMED
 WITH LACE;
 RED BELT AND
 TIE.

The sale of the Marzell von Nemes collection of paintings, sculptures, textiles, and other works of art is to begin on November 2 at the Hugo Helbing Galleries, Munich. An exhibition of the works to be sold will be held there on October 27, 28, 30, and 31. The three examples from the collection here reproduced are Spanish Old Masters of exceptional beauty. "The Deer Hunt" scene is described below the reproduction, but here we may give some further details. The identity of several of the persons in the foreground can be

established from portraits by Velasquez, and it is possible that the figure on horseback represents Velasquez himself. On the right are the King's jesters, and beyond them a four-horse red calèche. The Castle of Aranjuez is in the background. The picture was painted by Juan Bautista Martínez del Mazo (c. 1615-1667) for King Philip IV. of Spain, and used to hang in a hunting-lodge built in 1636. It was once in the collection of King Joseph Bonaparte. It passed for many years as the work of Velasquez.



PLEASURE CRUISE LIFE IN A LUXURY LINER: THE DELIGHTFUL NEW FORM OF HOLIDAY-MAKING BY OCEAN TOURS AT ALL SEASONS OF THE YEAR.

This summer has seen the vogue of ocean touring enormously increased, and during the autumn and winter, next spring and summer, this new type of holiday will doubtless prove even more popular. Though the great shipping concerns which run fortnightly trips to the Mediterranean, Atlantic Isles, and Norwegian Fjords do not make a large profit from them, nevertheless they are keeping ships and crews employed and educating thousands of people to realise that a wonderful life can be enjoyed in a well-appointed British liner; moreover, the money spent goes largely into British pockets. Our illustration shows a cruising ship of about 17,000 tons gently steaming

in the Straits of Gibraltar and affording passengers their first glimpse of the Rock. To give some idea of the amenities in one of these magnificent floating hotels, we illustrate the upper deck busy with sports and pastimes, organised by the expert sports staff or board known as Cruise Directors. Naturally, all these pastimes would not always be proceeding simultaneously. Besides the items shown there are regular fancy-dress dances on the Stadium deck when cruising in warm climates; bridge and whist drives, and athletic and aquatic sports. For the studious there is the free library, stocked with 2000 books. Lower down in the ship are two or more beautiful

ENABLING PASSENGERS TO SEE THE SIGHTS OF FOREIGN LANDS, WHILE ENJOYING ALL THE AMENITIES ABOARD THEIR OWN "FLOATING HOTEL."

appointed dining-saloons providing good and wholesome food to suit every taste. Unseen by most of the tourists there is another side to the picture—the great kitchens, the cooled store-rooms containing vast quantities of food stuffs, the linen store, and the bakery. The printer's shop publishes a free newspaper of world news received by wireless, and also the ship's newspaper with all the latest happenings in this floating town. Experts arrange excursions to view the sights ashore. In this way you see the world without having to sleep in hotels ashore, or eat food that perhaps may not suit your English digestion, and you have not to be continually packing and unpacking

your baggage. In the numerous luxurious public rooms you can have a drink, a game of cards, a laze or a read, and write letters. In the gymnasium you can do your "daily dozen." The ship is large and there is plenty of room for all. Being British, it is well found and a good sea-boat. Though, if it is a coal-burner, it consumes 100 tons a day at a speed of twelve knots, while port dues and tender charges are a heavy burden to the owners, nevertheless the ocean tourist can enjoy all the aforesaid amenities, and see wonderful new sights in foreign lands for little more than one pound per day.—[DRAWN SPECIALLY FOR "THE ILLUSTRATED LONDON NEWS," BY G. H. DAVIS.]

Contrasts of Travel: The Warm South and the Frozen North.

AFTER THE PAINTINGS BY MARIUS HUBERT-ROBERT.



AMONG THE DATE-PALMS AND OLIVES IN THE GOLDEN GLOW OF THE AFRICAN SUN: "BISKRA: WOMEN WASHING AT THE SÉGUIA"—A TYPICAL SCENE OF EVERYDAY LIFE IN ALGERIA.



CONDITIONS OF LIFE IN THE COLD NORTH AMID THE WIND-SWEPT LAKES AND MOUNTAINS OF ALASKA: AN ESKIMO FAMILY SEEN AGAINST A BACKGROUND OF SNOWY WASTES AND ICE BOUND PEAKS.



FROM THE WORLD'S SCRAP-BOOK: NEWS ITEMS OF TOPICAL INTEREST.



TESTING ON CONVICTS THE TRANSMISSION OF SLEEPING SICKNESS BY MOSQUITOES:
AN AMERICAN CONVICT VOLUNTARILY SUBMITTING TO A MOSQUITO BITE.

A note on this photograph, headed "Gambling for liberty or sleeping sickness," states that it shows "one of the ten convicts in the Mississippi Penitentiary who are submitting to being bitten by mosquitoes which had bitten victims of sleeping sickness. A supposedly infected mosquito is in the glass jar held against the man's arm. Physicians watch the convicts to see whether they contract the disease." The reward offered to them was their freedom.



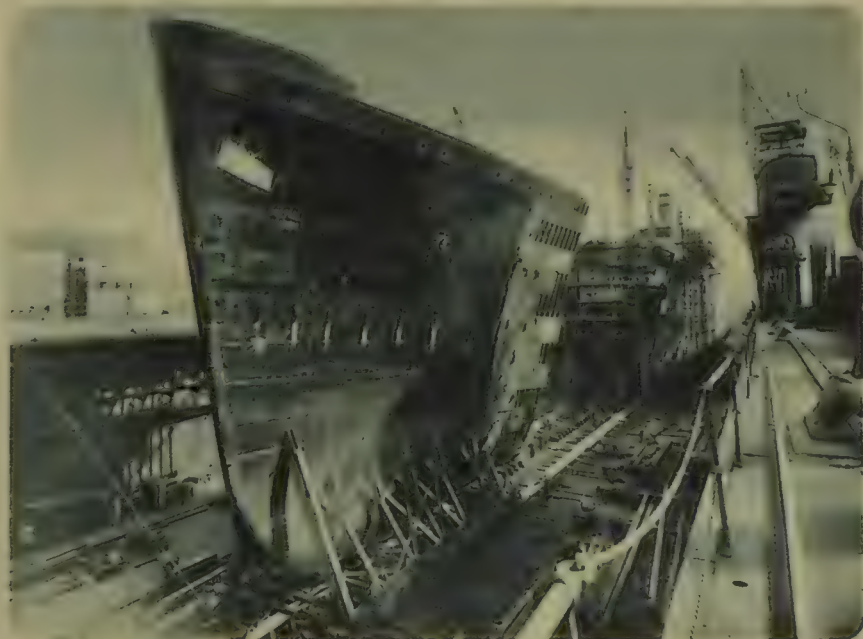
A ROLLS-ROYCE CAR FITTED WITH ITS OWN CHARCOAL-GAS-PRODUCING PLANT
FOR A CHEAP FUEL TEST: A MECHANIC STARTING THE PLANT.

The correspondent who sends us this photograph notes: "Two luxury cars, one being run on petrol, the other on charcoal, will leave London on Wednesday for the North-West Frontier of India. The expedition is being led by Col. Noel, D.S.O., who has just been appointed Commissioner of Development on the North-West Frontier. The object is to encourage the use of home-produced charcoal in India, in place of imported petrol."



THE "ZOO'S" NEW SPECIMENS OF THE LARGEST LIVING RODENT—THE CAPYBARA:
A PAIR OF "GIANT GUINEA-PIGS" (WITH A BOOT FOR COMPARISON OF SIZE).

Three new capybaras have lately been acquired by the "Zoo," two of them being a fine pair presented by Mr. A. Ezra. The capybara of South America, a kind of giant guinea-pig, is described in the "Standard Natural History" as "the largest of all living rodents, the body being about 4 ft. long and very strongly built." The feet are webbed, as the animal is semi-aquatic. They may weigh over 100 lb. Their natural enemies are jaguars and large anacondas.



A LINER CUT IN TWO FOR THE PURPOSE OF ENLARGEMENT: ONE OF THE HAMBURG-
AMERICAN FLEET UNDER RECONSTRUCTION AT HAMBURG—A BOW VIEW.

"The four liners of the 'Albert Ballin' class of the Hamburg-American line," says a note supplied with this photograph, "are being reconstructed at present at the yards of Messrs. Blohm and Voss in Hamburg. The ships are being enlarged by 12 metres (about 39 ft.) to give their bows a different shape. The object of the reconstruction is to enable the ships to maintain the same average speed of 19.5 knots with reduced horse-power—20,000 instead of 28,000."



"FUTURISM" IN CHURCH ARCHITECTURE: THE NEW ST. SAVIOUR'S, ELTHAM, OF DARK BRICKWORK,
RELIEVED ONLY BY THE SLIT-LIKE WINDOWS.

The appearance of St. Saviour's Church, the "futurist" building which was opened recently in Eltham, S.E., London, has aroused considerable discussion. The Vicar, the Rev. G. H. Isaacson, sees in the building an attempt on the part of the Church to meet the needs of the twentieth century. People living on the Eltham estate hold varying views with regard to it; a prison,



"AN ATTEMPT ON THE PART OF THE CHURCH TO MEET THE NEEDS
OF THE TWENTIETH CENTURY": THE INTERIOR OF THE NEW CHURCH.

a fort, a factory, the Rock of Gibraltar, being some of the similes used in describing it. The church is of dark brickwork, unrelieved, except by slit-like windows. The inside, however, forms a complete contrast. The walls are light, and the effect of the windows is to concentrate attention on the wide altar, backed by a beautiful reredos. Many visitors come to see the church.

The World of the Kinema.

By MICHAEL ORME.

"HUNTED PEOPLE."

CINEMA HOUSE THEATRE, near neighbour and sister-house of the Academy Cinema in Oxford Street, has secured for the opening of its new autumn season a German film which, frankly melodramatic in its development, is nevertheless powerful in its theme, its interpretation, and its direction. "Hunted People," a somewhat uninspired alternative for its original title of "Le Loup-Garou" ("The Were-Wolf"), is an adaptation of a well-known French novel by M. Alfred Machard. In its subject-matter—the study of a fugitive from the law—the book would seem to be akin to Galsworthy's "Escape." But M. Machard has approached his story from a more sensational angle, and has, moreover, given it several twists that render it particularly amenable to kinematic treatment. How many of those twists should be ascribed to the director's fertile invention, I cannot say. I have not read the novel. Certainly Herr Heinrich Feher's clever direction, working on a scenario prepared by himself in collaboration with Herr Heinrich Fraenkel, succeeds in emphasising the popular aspects of the drama without weakening either the tension of the picture or his own imaginative terms of expression. The film, therefore, is as full of productional interest as it is dramatically gripping. To use a colloquialism, you get your money's worth whichever way you look at it.

The drama centres round a master-carpenter of Longville, a small town so near Marseilles that the camera can legitimately sweep the wide and picturesque harbour of that city before focussing our attention on the feasting and jollity, the speech-making and carousing that mark the marriage of the Mayor's daughter to the much-respected M. Olivier, master-carpenter of ten years' standing in the town. This big, smug, bearded widower with his small

loud-speakers, drums in his ears, gives him no respite. The swinging camera catches a vision of spinning walls and rooftops as the fugitives twist and turn, suggesting fantastically, but none the less poignantly, the reeling brain of the man who sees no loop-hole of escape. The director uses camera tricks audaciously, and to my mind, with complete success. He is no less successful in establishing the atmosphere, the hurly-burly and the bitter humour of the big fair-ground, with its roundabouts, its side-shows, and its "faked" freaks. It is here that the quarry finds a brief respite, first amongst the waxworks, and later in the wagon of the so-called "legless woman," who, to Boubou's infinite surprise, actually possesses a pair of very shapely limbs. The long arm of coincidence brings this woman to the rescue of the hunted man with a belated confession that exonerates him and reveals her own guilt. This happy solution looks like letting the

picture down in an anticlimax, but Herr Feher picks it up again in a finale that has sufficient speed and panache to gloss over its incredibility.

Every member of a first-rate company adds to the strength of the production, and presents a perfect type, though the picture is naturally dominated by Herr Eugen Kloepper and his small companion, little Hans Feher. Herr Kloepper as the fugitive reveals the mental anguish of the driven man and his solicitude for his son with emotional power and a fine restraint. His horror gradually penetrating that comic mask of his in the first moment of danger is a memorable piece of tragic acting. Hans Feher, a talented youngster, conveys the pluck and pathos of the boy without any trace of affectation. To complete the trio of "leads," there is

Fräulein Magda Sonja as "the Legless Woman." She has personality and brains. Her cold beauty, her artificial smile turned on and off for the benefit of the fair-ground gapers, are as effective as the final breaking-up of her armour and the clear, trance-like note of her confession. The



THE NEW FILM DRAMA OF BRITISH PRISONERS OF WAR IN GERMANY: LESLIE HOWARD AND DOUGLAS FAIRBANKS, JR., IN "CAPTURED," WHICH BEGAN ITS RUN AT THE REGAL ON OCTOBER 20.

picture shares the great drawback of all foreign films. Superimposed English titles are a poor substitute for dialogue, but in this case the action is vivid and eloquent enough to speak for itself.

RETURN OF THE MUSICAL-SHOW FILM.

Kinema entertainment runs in cycles. A particular formula is exploited, imitated, waxes in popularity and gradually wanes—generally because it has been done to death. But in the fulness of time it is bound to reappear, bigger, better, in so far that it profits by the technical advances made during its interval of eclipse, but still the old formula. The advent of sound brought a deluge of musical-show films, by which I mean the elaborated and spectacular revue with a "back-stage" story to link it together. The vogue lasted until the parent plot and its various off-shoots were worn out and the public satiated. Possibly, too, the song-writers needed a breather. Well, they have had it and they are obviously ready for the upward grade.

Meanwhile, sound-recording has improved out of all knowledge, the singing stars have multiplied, and the American radio is rapidly breeding a race of "crooners." Moreover, the purely dialogue picture was beginning to feel the turning of the wheel, and music, in one form or another, has slowly but surely regained its lost ground. Therefore, the time seemed ripe for a revival of the musical-show film—and revived it has been, well-nigh intact, with the dear old plot of the unknown artist leaping into fame refurbished for another lease of life. "Forty-Second Street," recently released, was cut pretty close to pattern, but was vitalised by the dominating character of the producer, so admirably played by Mr. Warner Baxter. "Moonlight and Melody," shown last week at the Capitol, hands over the laurels of the all-conquering chorus-girl to the more up-to-date young song-writer; and so, too, does the new picture at the Tivoli. "Gold-Diggers of 1933." Obviously, the change has been dictated by the amazing vogue of the "crooner," for the song-writer can be called upon to warble his own melodies, whilst his sweetheart listens to him in beatitude, and the

producers—or the music publishers—detect a genius after the opening chords. Basically, however, this back-stage story belongs to the first crop of musical-show films, and even as a mere prop for the real business of elaborate chorus numbers and stage turns it is weak with age. In "Gold-diggers of 1933," it is strengthened by an interlude of broad comedy depicting the attack of two chorus-girls on the pockets and the prejudices of two male Mrs. Grundys, an interlude in which Miss Aline MacMahon's incisive comedy methods are invaluable, and Mr. Warren William struggles heroically with an incredible character. The actual stage show is spectacularly set, gorgeously gowned, and "shot" from every conceivable angle. Its finale is a topical number built up, with an astonishing *sang-froid*, on the tragedy of war and its aftermath. Hollywood is determined to turn even "the depression" into entertainment value, but its anxiety to march with the times does not, apparently, extend to the scenario department, where the musical-show film is concerned. Let us have spectacle, by all means. What better medium could it find than that of the kinema? But let it be balanced by a good, gripping story with brains behind it.



GORDON HARKER AND BINNIE HALE IN "THIS IS THE LIFE": THE TEA-SHOP KEEPERS, HAVING COME INTO A FORTUNE, ARE DETERMINED TO FORCE THEIR WAY INTO SOCIETY; AND, TO CLINCH THE SUCCESS OF THEIR GREAT RECEPTION, THEMSELVES HELP TO ENTERTAIN THEIR GUESTS!

Fräulein Magda Sonja as "the Legless Woman." She has personality and brains. Her cold beauty, her artificial smile turned on and off for the benefit of the fair-ground gapers, are as effective as the final breaking-up of her armour and the clear, trance-like note of her confession. The



"THIS IS THE LIFE," A NEW FILM COMEDY WITH MUSIC, WHICH BEGAN ITS RUN AT THE COLISEUM ON OCTOBER 21: GORDON HARKER AND BINNIE HALE AS THE PROPRIETORS OF A TEA-SHOP ON THE BRIGHTON ROAD, BEFORE THEY COME INTO A FORTUNE.

son, Boubou, seems a pillar of respectability. His portrait in the paper—for the event has been honoured by the Press—is that of a solid, well-to-do tradesman. He can, it appears, be very funny at times (he is an expert at make-up), especially when he claps on a false nose, which he is persuaded to do to amuse the wedding guests. And it is with that ridiculous nose on his face that he confronts the emissary of the law. With that ridiculous nose on his contorted face he crumples up in the corner of his bed-room—a rat caught in the trap. The police have discovered in the bridegroom's photograph a missing criminal, escaped from a penal settlement ten years ago, convicted of murder twenty years ago—all but two days. The irony of it! Those forty-eight hours would have saved the man. According to French law the verdict would have been superannuated. Two days for the hunt—two days and freedom. The man and his beloved Boubou get away, hidden in a new coffin dragged to its destination by the carpenter's wine-fuddled apprentice. And then begins the terrible *Odyssée*. The man, panic-stricken, kept on the run, doubling on his tracks in the narrow alleyways of Marseilles; the boy, half-scared, half-delighted, by the adventure, gamely sticking to his father; and the police closing in all the time.

Herr Feher creates an atmosphere of almost unbearable suspense in this tragic game of hide-and-seek. The wanted man's description hums over the wires, is broadcast by



"HUNTED PEOPLE," WHICH HAD ITS PREMIÈRE AT THE CINEMA HOUSE THEATRE ON OCTOBER 13: THE HUNTED MAN (EUGEN KLOEPPER) SEEKS REFUGE BY POSING AMONG THE WAXWORKS, WITH HIS LITTLE SON DISGUISED AS A GIRL (HANS FEHER).

LEAVES FROM LIFE: A NEW SERIES OF STUDIES BY EDMUND BLAMPIED.

SPECIALY DRAWN FOR "THE ILLUSTRATED LONDON NEWS" BY EDMUND BLAMPIED.



"A SUBURBAN UNION."



"A YOUNG MAN IS COMING TO SEE YOU, FATHER DEAR."

In our second series of drawings by Blampied, continued here, we have already given impressions of yacht-racing, contrasting studies of infant Londoners, studies made at Covent Garden and Billingsgate, small dramas of life in the

middle classes, divers ways of passing an enjoyable evening, and two familiar rituals—one masculine and one feminine. Here we show a happy ending to one "romance," and the first hint of another.

THE HEART OF ASIA.

BEING AN APPRECIATION OF

"RIDDLES OF THE GOBI DESERT": By SVEN HEDIN.*

(PUBLISHED BY ROUTLEDGE.)

"IN this desert is a great multitude of evil spirits and also of hot winds; those who meet with them perish to the last man. Here there are fair birds above and beasts below. Gazing in every direction as far as the eye can reach to discover the path, one finds no guidance except from the mouldering bones of the dead

done in meteorology, and a number of sub-groups have pursued researches in many different directions in all the sciences which have been mentioned. It will be seen, therefore, that the Expedition is sufficiently comprehensive in scope, and since this book was written, it has been even further extended. Its staff is composed of both Continental and Chinese

serious threat to health also compelled him to go to the United States for the great Harvey Cushing's diagnosis—an ill-wind, however, which blew the good to his enterprise in the shape of financial support from Mr. Vincent Bendix, of Chicago. These circumstances, though inevitable, have not operated to the advantage of the present volume, which suffers from lack of plan and cohesion, and contains a considerable amount of irrelevant matter. In a book about the Gobi Desert, descriptions of railway journeys between comparatively well-known places seem out of proportion, nor is it of great interest to the reader to know that when travelling in the United States Dr. Hedin rode in "an elegant and spacious compartment. There is a 'Parlour Car' and an 'Observation Car.' In the former there are magazines and newspapers, radio music and a writing table. The latter is open and is only coupled on when beautiful landscape is being passed." A more serious defect in this book is one to which it is time that the writers and publishers of works of travel directed their attention. When a book deals with an unfamiliar part of the globe, and constantly mentions place-names which few people have ever heard of, the only way in which it can be made intelligible and interesting to the ordinary reader is by the aid of a good, clear map. All we are vouchsafed here is a map with German terminology so printed that it is difficult to find any but the most obvious place-names, or to follow the routes of the various expeditions, without close and fatiguing search. On this map an area is marked as *Gebiet der Sonderkarte*, but no separate sheet is attached.

All the contingents had to face the usual hardships of the desert—extremes of heat and cold, storms, hunger and thirst, and the risks of disease among men and animals. All these obstacles were superable; but the state of Chinese politics, and inveterate suspicion of the foreigner, were different matters. "It is impossible for the present to make any definite plans for travel in Eastern Asia. The position is constantly changing, and one never knows where one can get through." Nor were the difficulties confined to Eastern Asia. In Sinkiang, so long as that remarkable personage, Yang (see "Across the Gobi Desert"), governed, the Expedition was accorded all sympathy and assistance. But Yang, as Dr. Hedin graphically relates, was murdered, and those who reigned in his stead took another view of the foreign devils, with their highly suspicious instruments and equipment. The entire enterprise was held up at Urumchi, and no progress could be made until Dr. Hedin went to Peking to parley with the central government, if any power in China is entitled to that name. Even so, it was only after the most tortuous and protracted negotiations, in true Celestial style, that the wheels could be set in motion again.

Perhaps the most long-suffering victims of Oriental politics were the three scientists who were left in charge of the meteorological station at Etsin-gol—Major Zimmermann, the missionary Georg Söderbom, and the Chinese student, Ma. All three, suspected as spies, were first threatened with armed attack and then put under arrest. Söderbom and Ma were haled off to a distant prison and suffered a severe ordeal—until, with one of those reversals so frequent in the Chinese comedy, a telegram from the appropriate official secured for them not only release, but the most flattering entertainment. Mr. Söderbom gave his gaoler-hosts an excellent lesson in heaping coals of fire by leading to victory an expedition against a band of brigands; and he who had come in fetters left with an illuminated address of thanks and compliment! The sequel for the unfortunate Ma was gruesomely different; his mind became deranged, and his end was murder and suicide in dreadful circumstances. This was the only note of tragedy.—C. K. A.

To Our Readers and Photographers at Home and Abroad.

"THE ILLUSTRATED LONDON NEWS" has always been famed for its treatment of the various branches of Science. Its archaeological articles and illustrations are known throughout the world, and its pages dealing with Natural History and Ethnology are of equal value. These and other subjects are dealt with in our pages in a more extensive way than in any other illustrated weekly journal. We take this opportunity, therefore, of urging our readers to forward to us photographs of interest in these branches of Science.

Few people visiting the less-known parts of the world fail to equip themselves with cameras, and we wish to inform explorers and others who travel that we are glad to consider photographs which show curious customs of various nationalities, civilised and uncivilised, their sports, habits, and costumes; in fact, anything of a little-known or unusual character.

We are very pleased to receive also photographs dealing with Natural History in all its branches, especially those which are of a novel description. Our pages deal thoroughly with unfamiliar habits of birds, animals, fishes, and insects.

To Archaeologists we make a special appeal to send us the results of recent discoveries.

In addition, we are glad to consider photographs or rough sketches illustrating important events throughout the world; but such contributions should be forwarded by the quickest possible route, immediately after the events.

We welcome contributions and pay well for all material accepted for publication.

When illustrations are submitted, each subject sent should be accompanied by a suitable description.

Contributions should be addressed to: The Editor, *The Illustrated London News*, 346, Strand, London, W.C.2.

that mark the way." So wrote the learned and much-travelled Fa Hsien of the Gobi at the beginning of the fifth century A.D. The hot winds and the fair birds and the beasts and the bones have not greatly changed through the centuries; and the modern equivalent of the evil spirits are bandits and warring political parties. In spite of these characteristics—perhaps on account of them—this great, mysterious tract has had a perpetual fascination for explorers, whose cumulative discoveries are very well described in Dr. Sven Hedin's Introduction; and the Expedition of which our author is the head is the most elaborate which has yet been made.

The predecessor of the present volume was "Across the Gobi Desert," which was "appreciated" in these pages on Nov. 21, 1931. The general aims and itinerary of the Expedition were there described. There are five distinct sections, each working independently in a separate sphere, but each co-ordinated to the main scientific purpose. The first, in Eastern Turkistan, is concerned with geological and astronomical observations, and its leader, Dr. Erik Norin, makes a particularly important contribution to geography with his report on the "wandering lake" of Lop-Nor (see "Across the Gobi Desert"). The archaeological section, under Folke Bergman, working in the region between Northern Tibet and Sinkiang, has been extremely prolific in discoveries of Stone Age objects, chiefly small tools and weapons in flint, quartz, and chalcodony, together with large quantities of pottery. Many thousands of these specimens have been collected and classified. Dr. Bohlin, whose name is connected with the epoch-making discovery of *Sinanthropus Pekinensis*, or "Pekin Man," leads another caravan which is chiefly concerned with geodesy and geology. Its work lies in Kansu and the Gobi Desert proper. A fourth group, assigned to the Choni Valley on the borders of Tibet, devotes itself, under Dr. David Hummel, to botany, zoology, and anthropometry. The ethnographical section, under Dr. Gösta Montell, takes as its area Inner Mongolia, Peking, and Jehol. In addition, much work has been

and imply jointly a very notable contribution to the fund of human knowledge." To the general public, perhaps the most spectacular single achievement was the discovery, near Santai, by the Chinese geologist, Professor P. L. Yüan, of the fragments of no less than thirty full-grown dinosaurs, together with three young ones and one egg. The type discovered is claimed as the ancestor of all the later dinosaurs of Asia, and he goes down—or comes back—to history under the name of Tien Shan-saurus.

It is manifestly impossible for Dr. Hedin to be in all these places and with all these groups at once, and his rôle is that of a central organiser and director, a function which is made all the more necessary by political and financial exigencies. He has been compelled to leave the "front" and make the long journey from Sinkiang to Peking in order to enter into interminable negotiations to obtain security and facilities for his colleagues.



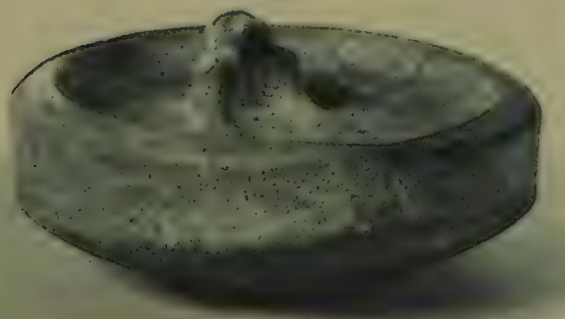
A BRILLIANT SWEDISH ARCHÆOLOGIST OF DR. SVEN HEDIN'S EXPEDITION WHO DID GREAT WORK IN RESEARCHES ON THE STONE AGE IN CENTRAL ASIA: "FOLKE BERGMAN ON HIS RIDING CAMEL AT THE START ON 11 NOVEMBER, 1929."

Folke Bergman and Gerhard Bexell formed the second of five groups into which the expedition was divided. "Bergman," writes Dr. Sven Hedin, "had laid the foundation of a very comprehensive study of the Stone Age in Central Asia. In the districts in which he had worked he had been the first of his profession. . . I am not an archaeologist, but I believe myself able to predict that Folke Bergman's researches . . . are going to carry one of the most gigantic and important problems of archaeology a long step forward. His inflexible energy, his imperturbable calm, his substantial knowledge, and his wonderful patience when obstacles arise in his way, are qualities which should carry him forward all the way to the great goal."

Reproduced from "Riddles of the Gobi Desert." By Sven Hedin. By Courtesy of the Publishers, Messrs. Routledge.

* "Riddles of the Gobi Desert." By Sven Hedin. With twenty-four Plates and a Map. (George Routledge and Sons; 18s. net.)

AN ARCHAEOLOGICAL PROBLEM SOLVED CONCERNING PREHISTORIC AMERICA.



1. THE DISCOVERY THAT CLEARED UP THE MYSTERY: A NEWLY-FOUND DECORATED LAMP FROM KACHEMAK BAY, COOK INLET, ALASKA. (SHOWN ALSO IN FIGS. 2 AND 3.)

MR. HORACE H. F. JAYNE, Director of the Pennsylvania University Museum, at Philadelphia, to whom we are indebted for these interesting photographs, writes: "It is always a source both of pleasure

2. PROOF THAT ESKIMO TERRITORY IN ALASKA WAS ONCE LARGER: THE SAME LAMP AS IN FIG. 1, RECENTLY DISCOVERED ON A PREHISTORIC ESKIMO VILLAGE SITE IN KACHEMAK BAY (ACTUAL SIZE, 8½ IN. LONG, 7½ IN. WIDE, AND 3 IN. HIGH).

ALASKAN LAMPS PROVED EARLY ESKIMO, WITH BRITISH COLUMBIAN AFFINITIES.



3. THE SAME LAMP (AS IN 1 AND 2): THE EXAMPLE THAT SETTLED THE ORIGIN QUESTION—SHOWING A GROOVE FOR LEADING OIL TO THE WICK AT THE LIP.



4. SIMILAR TO THE ABOVE, BUT BIGGER AND WITH MORE EXTERNAL ORNAMENT: AN ALASKAN LAMP FROM KENAI LAKE, COOK INLET. (ACTUAL SIZE, 16 IN. LONG, 14 IN. BROAD, AND 5 IN. HIGH.)

and regret when a mystery becomes a mystery no longer. Until last summer the origin of certain curious Alaskan lamps, each with a human figure carved in the bowl, presented a problem to the archaeologist. Five had been found; four came from localities just outside the present Eskimo region, in territory occupied by the Athabaskan Indians. Nothing like them was known to have been made or used by any Indians or Eskimo within historic times. Indeed, carving in stone is quite foreign to Eskimo art, and the decoration on these lamps apparently had no parallels. Near, or with, one of these puzzling lamps had been found a Chinese amulet, which led Father Kashevaroff, Curator of the Alaska Historical Museum in Juneau, Alaska, to seek their origin in China. Though the amulet may indicate early trade between Alaska and Asia, the lamps can seemingly be explained without turning to the Old World. Dr. J. Alden Mason, of the University Museum, Philadelphia, argued that the lamps, though of unusual type, must have been made by Eskimo, and that their reputed finding places show that the Eskimo once occupied more extensive territory. The finding of a sixth lamp of this type, in a prehistoric Eskimo village site in Kachemak Bay, Cook Inlet, seems to offer conclusive proof for this opinion. The lamp from Kachemak Bay (Figs. 1, 2, and 3), the first to be found *in situ* by a scientific expedition, was discovered during investigations for the University Museum, Philadelphia, and the National Research Council. The lamp was probably for ceremonial use. The figure is shown from the waist up, as if sitting submerged in the oil. The arms are outstretched, the eyes closed, and the face upturned as if in prayer. The features are carved with considerable delicacy, and the rim and bowl are finely polished. From between the large, clumsy hands a groove runs forward to the lip in the rim against which the wick was set. This groove probably directed the oil through the wick. The other lamps of this type are of

interest, comparatively—first, a lamp from Kenai Lake, Cook Inlet region, now also in the University Museum (Fig. 4); second, the lamp from Fish Creek, Knik Arm, northern Cook Inlet, with which was found the Chinese amulet; third, another lamp from the same site in the Museum of the American Indian, Heye Foundation, New York (Fig. 5); fourth, a lamp from Kaltag, on the lower Yukon; and lastly, a lamp in the museum at Sitka, of unknown provenance. These six lamps, of fine grained igneous rock, though from such scattered localities, show remarkable uniformity. On the heads of the figures in those from Kenai Lake and the second (New York) lamp from Fish Creek, the hair is represented like a cap: this is the style of hair-cut observed by Captain Cook and other early explorers among the Eskimo of Prince William Sound and Kodiak Island. The hair of the men was 'cropt round the neck and forehead' to a 'tuft in the middle.' Thus it is plainly the contemporary Eskimo type which the artist has portrayed. The three larger



5. A LARGER EXAMPLE OF KINDRED TYPE: A DECORATED LAMP FROM FISH CREEK, KNIK ARM, COOK INLET, NOW IN THE AMERICAN INDIAN MUSEUM, NEW YORK. (ACTUAL SIZE, 16½ IN. LONG, 14½ IN. WIDE, AND 5½ IN. HIGH.)



6. DECORATED WITH TWO WHALES IN PLACE OF THE HUMAN FIGURE (LIKEWISE AN ELABORATION OF SIMPLE KNOBS): A LAMP FROM KACHEMAK BAY, OWNED BY MR. CHARLES HUBBELL, SEATTLE, WASHINGTON. (ACTUAL SIZE, 9 IN. LONG, 7½ IN. WIDE, AND 3½ IN. HIGH.)

lamps have decorations on the sides as well. Another lamp from Kachemak Bay has two whale figures in the bowl—like the human figures, an elaboration of simple knobs (Fig. 6). Investigations in Kachemak Bay have revealed three or four stages of a prehistoric Eskimo culture. This prehistoric Kachemak Bay culture has been enriched by elements belonging to the cultures of southern British Columbia. This fact suggests that we must turn to British Columbia to discover whence and under what influence were derived the decorative features on these Alaskan lamps. Because similarities were most strongly developed in the third stage of Kachemak Bay culture, it was argued that the decorated lamps belonged also to that period. This has apparently been fully confirmed. The satisfaction in solving a knotty problem of this character is great, even though the result is seemingly small. Such solutions, however, accumulated and correlated, will eventually solve the problem of early man in America."



A PAGE FOR COLLECTORS. SILVER TEA-CADDIES.

By FRANK DAVIS.

original artist and craftsman was complete. That is why, of all the many excellent 18th-century workers in the precious metal whose names are known to-day, we can point to not a single one who inaugurated a particular style, or who stands out from his fellows

respective uses designs that were in the air, so to speak, during this decade. Date 1758. Maker: Pierre Gillois, obviously another craftsman of French extraction.

With Fig. 3, a single caddy of the year 1769, it is obvious that the polite world has "gone all classical." An ingenious, comely and attractive piece, eminently calculated to delight a society that was consumed with enthusiasm for Roman and Greek antiquity.

It is hardly necessary to point out that sets of tea-caddies in silver are exceedingly rare. As with those in less precious materials, they should be in sets of three—one for green tea, one for sugar, one for black tea. If one may judge from current prices, the fragrant herb deserved an expensive receptacle. I have to thank Mr. S. H. Twining for permission to look into some of the ledgers of his firm. Here is an account rendered to Christopher Wren, son of the great Sir Christopher, and dated 1718—

Mar. 11. To 1 pound
bohee tea @ 20 and
can - - - £1 0 9

Mar. 14. „ ½ pound
ditto with pekoe @ 24
and can - - - 12 6

Nov. 12 To ¼ pound
green tea @ 20 - 5 0

Chocolate is 2s. 6d. to
3s. 6d. per pound, and coffee
7s. per pound.

As the years pass, prices fall,
supplies began to overtake
consumption. Thus, 1737—

4 lb. Green Tea @ 10/- - - - £2 0 0
1 Coffee @ 5/6 - - - - 5 6

In 1785 green tea is offered at 3s. 4d. to 5s., Bohea at 2s., West India Coffee at 4s., Turkey Coffee at 7s.

In 1813, thanks presumably to the war, there is a substantial rise, Bohea being 4s. 10d. to 5s. 4d., and Fine Pekoe, 11s., but Coffee is much cheaper. I need hardly add that an important factor influencing the fluctuations of the price of tea was the heavy duties imposed on it from time to time.



1. THREE EIGHTEENTH-CENTURY SILVER TEA-CADDIES IN THEIR ORIGINAL CASE: EXQUISITE WORK, BY PAUL LAMERIE, EXECUTED IN THE DAYS WHEN TEA WAS AN EXPENSIVE COMMODITY AND TEA-MAKING A SOCIAL ART GRACEFULLY PRACTISED BY THE GREATEST LADIES OF THE REALM. The "Rape of the Lock" stands as an eternal memorial to the social importance that once attached to taking tea. The tea-caddies seen here bear the London mark of 1739. Paul Lamerie was one of the hundreds of silversmiths of French extraction who are found working in England in the sixteenth, seventeenth, and eighteenth centuries.

Reproduction by Courtesy of Messrs. Sotheby's, New Bond Street.

by anything but technical, rather than imaginative, ability. Some months ago I devoted this page to a discussion of this very point, and was able to illustrate it by two Lamerie pieces, one of the 1720's and the other of the 1740's. The first was almost as sober and unadorned as an egg; the second had all the characteristics of the prevailing rococo fashions—in short, Lamerie, like all astute tradesmen, provided the public with that it wanted; not for him the burning idealism of the great artist who lives in an inner world of his own. This is not a derogatory remark, but a plain statement of fact, calculated to put the matter in its right proportions. The silversmith did not originate

current taste, but interpreted it—how well he carried out that interpretation seems to me to be well illustrated by the silver caddy set which came up at Sotheby's last summer (Fig. 1). It will be obvious how much this delightful set owes to current French fashions of the Court of Louis XV., with its shells, cartouches, and chinoiserie ornament in relief, and the decoration of the walnut and amboyna-wood case is no less distinguished and refined. Date 1739. Maker: Paul Lamerie.

The collector of furniture will presumably see in the set of Fig. 2, a reminiscence of Chippendale's so-called Chinese manner in dealing with the lids; the comparison is, of course, inexact, and, if you prefer it, absurd—nevertheless, there is a family resemblance, which merely proves how silversmith and cabinet-maker adapted to their



2. SILVER TEA-CADDIES THAT HAVE A SUGGESTION OF "CHINOISERIE" IN THEIR SHAPE: THREE GEORGE II. PIECES EXECUTED BY A SILVERSMITH WITH A FRENCH NAME, PIERRE GILLOIS; AND DATED 1758.

Reproduction by Courtesy of Messrs. Harman and Lambert, New Bond Street, W.1.

has come down to us. The forthcoming book will presumably repair this omission in one notable case, and it is to be hoped that the next few years will rescue other personalities from a similar comparative oblivion. All the same, personal details will assuredly be difficult to find, if only for the reason that the silversmith was, in the vast majority of cases, a good craftsman without the intense personal egoism of the great artist. An extraordinary character like Benvenuto Cellini can be trusted to give his memoirs to posterity, while men like Reynolds and Gainsborough attract anecdote and gossip by their intimate contacts with the great world; but silversmiths were not like painters, moving familiarly among men of learning and wit—I don't think any of them were on dining terms with Garrick, Johnson, and company, for example—and the age when half the painters of Europe had begun life in a jeweller's workshop had long since gone by: the divorce between



3. THE NEO-CLASSICAL SPIRIT IN TEA-CADDIES: A GEORGE III. PIECE BY HENRY HAYNES; DATED 1769.

Reproduction by Courtesy of Messrs. Harman and Lambert.



THE SOUTH AFRICAN HOLIDAY

A shrewd traveller, writing of sea-voyaging, as the true antidote of city life, described it as a rhythm of living, of eating and of sleeping, which in turn induces a rhythm of thinking. There is a monotony in ocean travel which may oppress at first but later heals and soothes. The restful influence of ocean horizons and the invigorating effects of sea air, day after day, replenish mind and body alike.

It is these benefits of sea-voyaging that have brought the South African Holiday into such general favour, but the ocean trip is merely a prelude to the fuller change of climate, scenes and interests in this Dominion of sunshine, health and happiness.

“The Sign of the Springbok” (Series “B”) is an informative little book of Special Tours to this glorious land of travel. It is worth looking into and will be sent *post free* on application to:—The Director, Publicity and Travel Bureau, South Africa House, Trafalgar Square, London, W.C.2, or the leading Tourist Agencies.

Reflecting Age and Quality . . .



THIS is an untouched photograph of glasses containing a little 'Cordon Bleu' Brandy.

See how they reflect the shadow of the casks in which it lay, recalling, as you will when you taste it, the fact that it matured in them for thirty-five years.

Life in cask makes the perfect Brandy; the bottle is but a handy means of transferring it to your liqueur glass.

Martell's Cordon Bleu

TRAVEL TRACKS TO MANY LANDS. SUMMER SUNSHINE ON SOUTHERN SHORES.

By EDWARD E. LONG, C.B.E., F.R.G.S.

SOUTH AFRICA'S BRACING VELD—INDIA'S ANCIENT TEMPLES—THE GOLDEN PAGODAS OF BURMA—THE SPICE PLANTATIONS OF CEYLON.

AUTUMN has arrived, heralding the approach of winter, and those who take a holiday during the winter season, together with those whose state of health will not allow them to remain in colder climes, are making plans for the pursuit of happiness and sunshine in southern lands.

The area for their choice is a wide one indeed, and, taking first the distant lands where summer reigns what time we in this country are plunged into winter gloom, South Africa makes an alluring appeal to the traveller who seeks to combine a restful voyage with a vacation in a country of wondrous scenic charm, and a climate which unites abundant sunshine with a dry, invigorating air, making exercise of body a joy and lightening travel of much of its fatigue. It is also a land of beautiful flowers and flowering shrubs and trees, of magnificent sunsets, and of great contrasts—wide open spaces and mighty mountains, broad uplands and narrow, rugged valleys; a land where you will see a wide variety of wild life, winged, and afoot, unknown to northern climes—the lion, giraffe, and rhinoceros; the springbok, "spirit" of the Veld, the embodiment of grace and speed; antelopes of all sizes, the wildebeest, zebra, leopard, lynx, and chimpanzee; the parrot, hornbill, and ostrich, the long-tailed sugar bird, and that curiously interesting long-legged feathered creature known as the secretary bird. Most of these you will see, and to perfection, in that marvellous sanctuary for wild life, the Kruger National Park.

South Africa may seem to you to be far away, but actually you can reach Cape Town, travelling on board one of the luxurious mail steamers of the well-known Union-Castle Line and the Ellerman and Bucknall Line,

mountains, snow-clad from half their height upwards; mighty rivers, rushing between gorges of marble or meandering through fields of gleaming rice and waving sugar-cane, by groves of glorious palms, to the sea; vast plains, and great stretches of desert, where the camel pads its way over the lonely wastes; and there are great belts of jungle where the luxuriance of the vegetation almost defies description, and the tiger and the leopard hold sway.

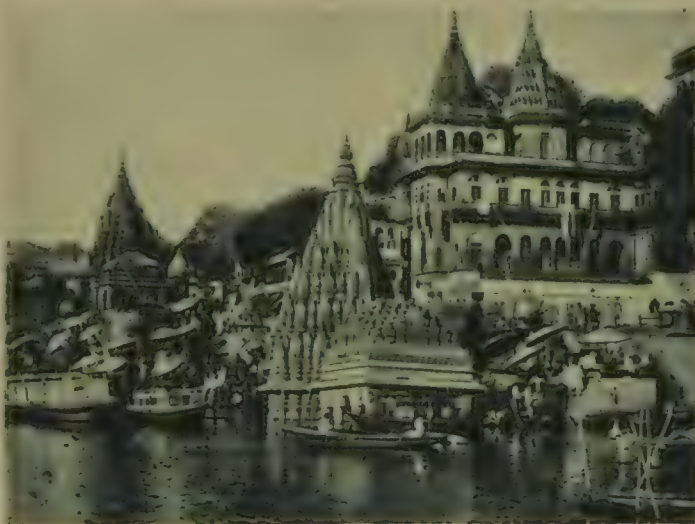
Great cities, teeming with a life of extraordinary variety and one peculiarly picturesque; fascinating cameos of the countryside—the peasant with his hut of mud and thatch, his kine, his little fields of corn and sesamum; the women, veiled and unveiled, at the village well, the wayside shrine, and its patient mendicants—marvels of architecture of many a

warm sunny days, with only an occasional shower of rain, and cool invigorating nights, especially in the northern and central parts of the country, and a range of scenery unsurpassed by any country in the world—gigantic

it is possible to travel in luxury by rail throughout the country in your own private coach! For a fixed charge per day for hire of coach and haulage, you can charter a coach which will be transported wherever you wish to go. These coaches have a day saloon, a sleeping compartment, with a tiled bath-room adjoining, a compartment for luggage and for servants, and a specially-fitted kitchen; and caterers to the Indian railways undertake, for a fixed charge per head, excluding wines and other liquors, to provide servants and undertake all the necessary messing arrangements for a trip of any length. The coach can be detached wherever its occupants have a fancy to stay, and thus, with the comforts of home, so to speak, about you, avoiding the trouble of packing and unpacking, and of engaging rooms in hotels, you can wander at your will throughout India—exploring its marvels!

This luxury railway travel scheme applies to Burma's railways as well as to those of India, enabling the traveller to visit Myitkina, in the far north, the old up-country capital of Mandalay (from which trips can be made to Sazaing, Ava, Amarapura, and to the famous ruby mines), and Maymyo, the principal hill-station of Burma, charmingly

situated on an undulating plateau, covered with thin oak forest and bracken, and surrounded by hills. When as far afield as India, one should not miss the opportunity of seeing Burma, a land of extraordinary beauty, of green rice-fields, golden pagodas, great forests of teak, and of a happy, brightly-clad people, whose women are the most engaging little persons imaginable. In these days of world depression, I can visualise Burma as an excellent antidote! Moreover, the journey down the Irrawaddy, through its magnificent defiles, is a splendid trip, and reveals Burma in most of its varied guises.



INDIA: AT THE MANIKARNIKA GHAT, BENARES, ONE OF THE HOLIEST PLACES IN ALL INDIA, WHERE MULTITUDES OF PILGRIMS BATHE IN THE SACRED WATERS OF THE GANGES.

Photograph by the Indian Railways Bureau.

By either P. and O. or Lloyd Triestino, to Bombay, there you will find, as in all the large cities of India, comfortable up-to-date hotels, and a railway service at your disposal which is second to none.

From here, tours may be planned to all parts, and, with a change of carriage only occasionally, when going from one gauge to another, and sometimes a short connecting journey by motor-car, you can visit almost every place of interest from the Khyber Pass and Simla in the north, to Cochin, Madura, and Trichinopoly in the south. Moreover, so thoroughly modern are the Indian railways, that



INDIA: A VIEW OF THE LOVELY PEARL MOSQUE TAKEN FROM THE DIWAN-I-KHAS (OR PRIVATE AUDIENCE HALL) IN THE PALACE OF THE EMPEROR SHAH JEHAN, THE AREA OF WHICH IS OVER TWICE THAT OF ANY PALACE IN EUROPE.

Photograph by the Indian Railways Bureau.

A direct service of steamers from this country to Burma (Rangoon), is provided by the Bibby Line, which calls *en route* at Colombo, enabling passengers to see something of the beauties of Ceylon's spicy isle; and a stop-over can always be arranged which gives time for a visit to lovely Mount Lavinia, Kandy—with its Buddhist and Brahmin temples and its beautiful botanic gardens—Anuradhapura, the ancient capital of Ceylon; and, by rail or road, ascending through a belt of some of the most fertile land in the Tropics, where thickly cluster plantations of rubber, of cacao, of coco-nuts and cinnamon and of tea, to Nuwara Eliya, a bracing and picturesque resort, over 6000 ft. above the level of the sea.

A splendid opportunity of visiting both India and Ceylon is provided in the cruises of the Canadian Pacific liner *Empress of Britain*, and the Swedish-American liner *Gripsholm*, early next year; the liners remain about seven days at Bombay, thus affording ample time for an interesting inland tour. The Union-Castle and Ellerman and Bucknall lines run a series of special round trips to South Africa during the winter; the former sailing from Southampton on December 1st and 29th; the latter from London on December 16th and 30th. These trips enable passengers to see Madeira, Cape Town, Port Elizabeth, East London, and Durban, and stop-over facilities are accorded for tours to be made to Bulawayo, the Victoria Falls, Pretoria, and Johannesburg.



SOUTH AFRICA: THE BEAUTIFUL HEX RIVER VALLEY, IN CAPE COLONY, ON THE MAIN RAILWAY LINE TO THE INTERIOR—TYPICAL SCENERY OF THE COUNTRY.

Photograph by South African Railways and Harbours.



BURMA: FINELY CARVED AND DECORATED SHRINES ON THE PLATFORM OF THE GREAT SHWE DAGON PAGODA IN RANGOON, THE CAPITAL, WHICH IS SAID TO CONTAIN THE RELICS OF FOUR BUDDHAS.

Photograph by the Indian Railways Bureau.

in a little over a fortnight; and with a couple of months or so to spare for the trip, you could spend an extremely enjoyable week in an excellent hotel in Cape Town, ascend Table Mountain, visit the many beauty spots in the hinterland by car—the Cape Peninsula is a motorist's paradise—obtain a glimpse of native coloured life, Bushman, Hottentot, Griqua, Namaqua, and Cape Malay; with almost every form of sport at your command—tennis, golf, shooting, fishing, and quite wonderful surf-bathing and surf-riding on the gleaming stretches of sand at Muizenberg, on the shores of False Bay. Probably you would have the chance of visiting some delightful old-world home-stead, built in the very attractive old Dutch Colonial style, and of experiencing the hearty South African hospitality; and you would certainly enjoy the luscious Cape Colony fruit—the grapes and the peaches, the apricots, pears, and plums, and the Cape pineapple.

And then you would be able to take one of the carefully-planned South African Government Railways trips up-country, at an inclusive price for rail, hotels, and sight-seeing, and see something more of the vast continent of Africa. One of the most comprehensive is that to the famous Victoria Falls, on the Zambesi, in Central Africa, more than twice as high as Niagara; including a visit to Bulawayo, the land of the Matabele, and to the Matopo Hills (where Cecil Rhodes and Dr. Jameson lie buried), to Johannesburg and Pretoria, returning by way of Durban, the capital of Natal.

Another of the so-called "distant" lands, but one within a fortnight of this country, by rail and seas India, with a winter climate that is delightful—



Come to Egypt this winter and immerse your very being in the glamour of its sun-drenched days

"Egypt charms, but Egypt also strengthens. Into, at any rate, my body it pours health and vitality. It drives away depression, and brings back to me the joy of life, which is sometimes diminished in Europe . . . When I think over all the countries I know, I must give the palm to Egypt . . . the land with the golden climate of the gods." Robert Hichens, writing in "Egypt and the Sudan," thus reveals his faith in Egypt as the Land of Hoppiness.

EGYPT

Special reduced rate inclusive "luxury" tours available from November to February, to CAIRO, LUXOR, ASSOAN and return.

Specimen 27 days' return tour from MARSEILLES (17 days in Egypt)

£64

Alternative tours are available with minimum of 11 days' stay in Egypt. Consult "Winter in Egypt" pamphlet. Sent Post Free on application.

"EGYPT AND THE SUDAN" is a lavishly illustrated guide that will be sent post free, together with other informative travel material, on application to Tourist Development Association of Egypt (TDQ), 60, Regent Street, London, W.1.

THE LAND OF THE PHARAOHS—KENYA, THE

WHO, having seen those fields of gleaming green, of rice and wheat, of maize and millet, with their darker patches of date-palms, feathery-topped, the broad blue waters of the Nile threading their way between, whilst on either far side, in vivid colour contrast, stretch the golden sands of the desert, have not heard the voice of Egypt—the Land of the Pharaohs—calling, and have not wished, ardently, especially when the chilling days of winter here descend



EGYPT: THE NILE AT LUXOR; SHOWING THE TEMPLE OF LUXOR, ONE OF THE GREATEST OF THE MONUMENTS OF ANCIENT TIMES, AND (ON THE EXTREME RIGHT) THE WINTER PALACE HOTEL.

Photograph by the Tourist Development Association of Egypt.

upon us, that they could hide themselves forthwith to the scene of their enchantment?

For enchanting Egypt is—probably to every fortunate traveller who has seen it. It has the magic and the mystery of the Ages, a wonder climate, the widest range in colour, with shades so subtle that, once you have felt their spell, they hold you in their thrall, and a mingling of modes of life which links East with West and bridges centuries of time. Nor can Egypt ever tire you; for it has always something else to offer: it is as elusive in its charm as the strange mirage of its desert! Time was when it was almost impossible for a person of average means to visit the Land of the Pharaohs. Now, however, the co-operation of steamship and railway interests, tourist agencies and hotels, has made it possible to issue combined tickets during the four principal winter months—November, December, January, and February, when the climate of Egypt is at its best—which cover the voyage out and home, travel and hotel accommodation in Egypt, and tours to the principal centres of interest, including, of course, a trip up the Nile. You have a choice of passage—by vessels of the Bibby, Lloyd Triestino, Orient, or P. and O. lines, which make a speciality of passengers for the Egyptian season, and your selection of hotels can be made from a list which includes the world-renowned Shepherd's, in Cairo, and the magnificent Winter Palace at Luxor, on the banks of the Nile.



KENYA: A PLEASANT SPOT ON THE TANA RIVER; WITHIN EASY REACH OF THE CAPITAL, NAIROBI.

Photograph by Eastern African Dependencies.

In this manner, with the maximum of comfort and the minimum of trouble, you may spend such time as you desire in Egypt, and see all that you wish to see, for a fixed, and quite moderate, charge, the only stipulation being that your minimum stay in Egypt must not be less than ten days; probably you will be eager to extend this to ten weeks!

It is a fascinating thought, for many of us, that we are now able to travel in a state of luxury through a region which, in the days of our youth, was one given over to a savage despotism, and was safe for none but the fanatical followers of the Mahdi. The Sudan to-day is splendidly organised for travel—or, rather, that part of the Sudan which adjoins the Nile, for elsewhere it is largely desert—and, travelling by the luxuriously appointed trains of the Egyptian State Railways to Shellal, and there taking the Nile steamer, and passing thus, by desert and hills of brown, bare rock, by fertile tracts and by great temple ruins, witness to the land's mighty past, one proceeds, through the historic "Land of Kush," whence the Pharaohs derived slaves, gold, ivory, and feathers of the ostrich, to Wadi Halfa, on the Sudan border, to linger while there, and entrain again and journey on by the Sudan Railway to Khartoum, the country's capital.

THE SUDAN AND THE WHITE NILE—SPORTSMAN'S PARADISE.

This situated on a lofty plateau, rising between the Blue and the White Niles, open to cooling northerly winds throughout the winter months, with a fine hotel—the Grand—is an ideal centre for a holiday.

Here you have the historic associations of Gondar; near by is Omdurman, of Kitchener fame, a city of a hundred thousand people, representative of almost every race in Africa, and the bazaars of which are an amazing source of interest; whilst a visit to the great Sennar Dam takes one through a part of the cotton-growing area of the Sudan. At Sennar, the rail ends, but that wonderful river, the Nile, is navigable for a further thousand miles, almost to the border of the Sudan, where it adjoins the frontier of Uganda, and you can journey on, in absolute comfort, through a region inhabited by strange and primitive peoples—the Dinka, Shilluk, Bari, and other tribes—with glimpses of big game and with varied and interesting scenery, vast swamps covered with tall reeds and papyrus, occasionally masses of floating vegetation—"sudd"—and the water surface sometimes crowded with water-lilies of crimson, blue, and white, as you reach the Bahr el Jebel, to Juba, where the White Nile becomes too difficult for navigation owing to rapids, and you leave it, reluctantly, to proceed by motor-car to Nimule, the Uganda frontier post. Here once again you embark on the river, now known as the Albert Nile, for Butiaba, on Lake Albert, there to make connections, by rail, road and river, with all parts of Kenya and Uganda, and on to Tanganyika and South Africa.

For Kenya, there is also the route by sea to Mombasa, then proceeding up-country, by the Kenya and Uganda Railway, which has a reputation for well-appointed trains and good service, and traverses country abounding in magnificent scenery. But, whichever way you travel, Kenya is a country which will repay you well for your visit, and, though our winter coincides with the hot weather there, since the visitor is nearly always up on the highlands where the air is dry and hot by day and cool at night, the climate is quite a pleasant one.



EGYPT: THE PYRAMIDS AT GIZA, NEAR CAIRO. The Great Pyramid (on the right) covers over thirteen acres and is about 150 ft. higher than St. Paul's Cathedral. (Photograph by the Tourist Development Association of Egypt).

For the sportsman, Kenya is indeed a paradise, with its huge areas of forest-land, where roam the elephant, buffalo, rhinoceros, and leopard, with such small game as gazelle and antelope; whilst game-birds are everywhere common; and fishing yields specimens of Nile perch, taken with the rod and line, up to 200 lb., tiger-fish—small, but marvellous fighters—and plenty of sport, with brown and rainbow trout, bass, and tilapia. December to March is one of the two best shooting periods of the year, and this fits in very well with a winter holiday. But Kenya does not stand for big game only. It possesses some wonderful scenery in the great Rift Valley, one of the outstanding geological formations of the world, notably the Kikuyu Escarpment, with its fine view of the Aberdares. On the Tanganyika border is Kilimanjaro, the highest mountain in Africa; Mount Kenya, with its mantle of snow and ice, the crater Mount Elgon, and the crater lakes, figure prominently among the wonders of Kenya's landscape; and you can journey by rail to, and by boat upon, Lake Victoria, largest of the lakes in Africa, with a coast-line of 1800 miles! And you can see fascinating scenes of Masai and other native life, and visit Nairobi, Kenya's imposing capital, nearly 5500 feet above the level of the sea.



THE SUDAN: A NATIVE DANCE IN A VILLAGE IN THE BAHR EL GHAZAL; WITH A SETTING OF LUXURIANT VEGETATION, AND A PICTURESQUE HUT.

Photograph by Sudan Railways.

LLOYD TRIESTINO Christmas Day in Bethlehem

SPECIAL SAILINGS
SS' ESPERIA Dec 16th out
SS' GANGE Dec 28th home
allowing 7 DAYS IN THE HOLY LAND and visit to NAZARETH, TIBERIAS, GALILEE, JERUSALEM, JERICHO, JORDAN, DEAD SEA.



BOOK EARLY—Write for full particulars to—
HEAD PASSENGER OFFICE—
16 WATERLOO PLACE, S.W.1
CITY OFFICE—
107, FENCHURCH STREET, EC3
OR PRINCIPAL TOURIST AGENTS

A fascinating "pot pourri" of travel interest.

What could be more entrancing than a trip through Britain's most attractive colonies—Kenya and Uganda?

Here the traveller and sportsman have an exceptionally well-served choice of pursuits, including big game hunting, fishing, all home sports—in addition to which there is the endless source of interest and amusement to be obtained through a close study of the life and manœuvres of the native population.

These territories also offer—

Equable climate and glorious sunshine.
Scenery that is unequalled in any other part of the world.
First-class hotel accommodation.
Reasonable living costs.

Comfortable travel by the well-appointed Gondar trains and Lake steamers of the Kenya and Uganda Railways and Harbours.

H.M. EASTERN AFRICAN DEPENDENCIES Trade and Information Office, Grand Buildings (Strand Entrance), Trafalgar Square, London, W.C.2.

KENYA & UGANDA Railways & Harbours



SUDAN

KHARTOUM on the Blue Nile, 1,200 feet above sea level, enjoys a perfect winter climate.

OMDURMAN near by, stretches for seven miles along the banks of the great river. Almost every African tribe is represented in this wonderful native city.

PORT SUDAN is served by the principal Steamship Companies, and Dining and Sleeping Car expresses leave twice weekly for Khartoum. Good sea-fishing is obtainable. Fishing tackle can be hired at the Hotel.

There are hotels at Khartoum, Port Sudan, Wadi Halfa and Juba—all under the management of the Sudan Railways, and well appointed steamers leave Khartoum every fortnight for Juba, over 1,000 miles up the White Nile, when connection is made, via Nimule, with the services of the Kenya and Uganda Railways to Nairobi and Mombasa.

Travelling via Egypt, the journey is performed in perfect comfort by express steamers and Dining and Sleeping Car trains.

BIG GAME SHOOTING

THE SUDAN is one of the most easily accessible countries in which Big Game abounds. PRIVATE STEAMERS can be chartered at fixed rates, which include catering, servants, transport animals, forage and attendants, bearers, skinner and camp equipment.

Excursions can also be arranged in conjunction with the Game Warden, Khartoum, for those wishing to shoot in the Blue Nile, Kordofan or Dongola Districts. Full particulars obtainable from—

SUDAN RAILWAYS

WELLINGTON HOUSE, BUCKINGHAM GATE, LONDON, S.W.1
Telegrams: Sudanology, Sowest-London. Telephone: Victoria 6313

MONTE CARLO
(January 17th, 1934)
NAPLES
ATHENS
PALESTINE
EGYPT
INDIA
CEYLON
STRAITS
SETTLEMENTS

SIAM
JAVA
BALI
ZAMBOANGA
PANAMA
CUBA
NEW YORK
SOUTHAMPTON
(Arrive May 22)



world cruise

by the World's Wonder Ship, the magnificent 42,500 ton luxury liner

EMPERESS OF BRITAIN

The climax of travel experience . . . to see long dreamed-of places . . . to meet picturesque peoples of many races . . . to explore a World teeming with local colour and historic interest . . . vivid glimpses of native life . . . shrines of classic beauty . . . temples of antiquity and mystic wonder . . . the lure of World-travel!

"EMPERESS OF BRITAIN," 42,500 tons—latest greatest and most elegant of Cruising Ships, is a worthy background for the satisfaction of your wanderlust. This magnificent Cruise leaves Monaco, January 17, 1934.

Minimum Rate: 420 Gns., including standard shore excursions—or 225 Gns. without.

Write for Special World Cruise Brochure.

West Indies Cruise

By the splendid modern 20,000 ton Cruising Liner

DUCHESS OF RICHMOND

Here's an intriguing itinerary for the Longest and Finest Cruise to these Dream Isles of the Caribbean! Ten British calls, including GRENADA, ST. VINCENT, ANTIGUA, TRINIDAD (Port of Spain), ST. KITTS and BARBADOS. Two-and-a-half days at JAMAICA, one-and-a-half at NASSAU (Bahamas). Visiting also the famous PANAMA CANAL, CUBA, PORTO RICO, CARTAGENA (a new port of call on the Colombia Mainland). Warm Southerly route out via GIBRALTAR and home via MADEIRA. One Class only—First. DANCE HOST & HOSTESS.

Duration 7 weeks. From Southampton Jan. 26.

Minimum Rate: 80 gns. Limited Membership.

Call, or write today for full information to Cruise Dept.



WORLD'S GREATEST TRAVEL SYSTEM

62-65 Charing Cross (Travellers' Sq.), London, S.W.1.

103 Leadenhall St., London, E.C.3.

to Local Agents Everywhere.

SPAIN AND THE BALEARIC ISLES—CORSIKA, SICILY AND THE BAY OF NAPLES—RHODES

THE shores of the Mediterranean may well be termed the winter-playground of Europe; they are, certainly, for the holiday-makers from this country; just as, also, their mild yet invigorating winter climate enables people of weakened constitution, from countries situated less favourably, to spend the winter months on this coast in health and comfort.

Spain has many delightful winter resorts. Algeiras, with its well-known Hotel Cristina, facing the Rock of Gibraltar, and very handy for excursions to that historic fortress; and Alicante, where the winter skies are remarkably clear, and you can see avenues of palms. Seville lies some distance inland, on the Guadalquivir; but it has abundant winter sunshine, and the glories of its architecture—the Alcazar and the bell-tower of Giralda—with the art treasures in the Cathedral of Santa Maria de la Sede, of Spanish Gothic style, and one of the largest churches in the world, are sufficient to attract many visitors. Pretty little Almeria, famed for its grapes; Valencia, most fertile spot, with a wealth of orange groves; and Barcelona, which, though it is much further north, has a mild and pleasant climate, and is a magnificent modern city, with a glorious view from the summit of Tibidabo, are desirable winter centres. So, also, is Palma, the charming capital of the Balearic Isles, in an ideal position, commanding a view of one of the most beautiful bays in the world. But the Queen of Spanish winter resorts is Malaga, facing south, and sheltered from the north by high mountains, so equable, and with such a dry, bracing air, with flowers in bloom the winter through, and a rich and pleasant country around.

More-over, Malaga is the gateway to Granada and the wonders of the Alhambra. No one can balance the respective claims of the French and the Italian Riviera. Each has its devotees. There is Monte Carlo on its broad rock terrace, screened from the northern winds, with its magnificent hotels, embowered in flowers, and its world famous Casino. Nice, radiant in sunshine, the home of carnival, and with a stirring history, harking back two thousand years; Mentone, with its ancient castle, once a protection against pirates of the Mediterranean, and its fragrant groves of olive and lemon; San Remo, with its well-shaded avenues and delightful drives, its splendid villas, its Casino, luxury hotels and picturesque appearance; Bordighera, a floral paradise, in a setting of exquisite beauty; Allassio, open and bracing, on its beautiful bay; Santa Margherita, a scenic gem, of the whole of the Italian



THE BALEARIC ISLANDS: A CHARMING STRETCH OF THE COAST OF MAJORCA, AT MIRAMAR, NOT FAR FROM PALMA, THE CAPITAL.

Photograph by White Star.

with a panoramic view from nearby Portofino Riviera; and Rapallo, cradled among the mountains and gracefully caressed by a sheltered, azure sea—all of these possess infinite charm; and just across the Ligurian Sea, in Corsica, you will find in Ajaccio, the capital (where Napoleon Bonaparte was born), as mild a climate, with a wider beauty.

No words can colour too highly the beauty of the Bay of Naples, and it is fortunate indeed for winter visitors to Italy that here are two charming winter resorts—Sorrento and Capri—the former perched on a rocky plateau, high above the sea, amidst an amphitheatre of hills clad with fruit-trees and groves of olive; the latter, on the east of the little island which bears its name, in a position, most picturesque, amidst luxuriant vegetation, and with a beach, the Marina Piccola, sheltered absolutely from the north wind, and a magnificent view of the Bay. Nearby, on the Gulf of Salerno, is Amalfi, almost at the foot of high, rugged cliffs, giving complete shelter from cold winds, and amidst woods of ennobling beauty—the most artist winter retreat imaginable!

Southwards lies Sicily, the Mecca of those who seek a winter refuge in a land of almost perpetual summer, where Nature has set a beautiful snow-topped mountain amidst a landscape golden with oranges and lemons, and, even in winter, gay with the blossom of fruit-trees and flowers. Strewed with the relics, historic and architectural, of a bygone age, but with hotels of the latest type and luxury, in Palermo, the capital, and lovely Taormina, Sicily, in winter-time, is alluring beyond words.

Under Signor Mussolini, Italy has made marvellous strides in tourism, and now Rhodes, the ancient City of the Knights—mentioned by Homer, where, to commemorate their victory over Roman invaders, in 305 B.C., the Rhodians erected a colossal statue in bronze, the Colossus of Rhodes, one of the Seven Wonders of the World—has been transformed into a tourist resort, and, aided by a pleasant climate, is making a bid for fame as a winter resort. The island is noted for its wealth of flowers. Rhodes, the capital, has the loveliest of roses, and the Grande Albergo delle Rose, a splendidly situated and thoroughly up-to-date hotel. Add to these attractions those of its wonders of the past—its moated



THE BAY OF NAPLES: A SANT' ANTONIO AND SHOWING

AND THE FRENCH AND ITALIAN RIVIERAS—AND CYPRUS—THE HOLY LAND.

castles and fortresses, its old city walls, its cathedral, churches, mosques, and Greek and Roman remains—and it is safe to prophesy for Rhodes a successful future. Some 250 miles south-east of Rhodes lies Cyprus, another winter resort of the Eastern Mediterranean. Famed in mythology as the birthplace of Aphrodite, Cyprus, conquered in turn by Egypt, Phoenicia, Assyria, and Persia, became Greek under Alexander the Great; then Egyptian again; after this a



THE FRENCH RIVIERA: THE HARBOUR AT VILLEFRANCHE, NEAR NICE. Photograph by White Star.

Roman province, later Byzantine; was captured by Richard Cœur-de-Lion, and was sold by him to the Knights Templar, who made it over to Guy de Lusignan, King of Jerusalem, whose dynasty ruled it for 300 years. Eventually conquered by Turkey, Cyprus was annexed by Great Britain in 1913, and now, developed for the tourist, with comfortable hotels, with a good winter climate, Cyprus deserves the patronage of the visitor from this country.

The Holy Land attracts an increasing number of winter visitors bent on visits to Jerusalem, Jericho, the Jordan, Nazareth, and other places of sacred



RHODES: THE FINE WATER FRONT BY THE HARBOUR; SHOWING THE LANDING-STAGE.—(Photograph by Esaki.)

interest. Lloyd Triestino have arranged an attractive Christmas visit to it, leaving London on December 15, and returning on January 3. Travelling overland to Genoa, and boarding the s.s. *Esperia* on the morning of the 16th, the Bay of Discey, dreaded by so many tourists, is avoided and time saved. Bethlehem, the Holy Sepulchre, Nazareth, and, indeed, the majority of places renowned in Biblical history, will be visited on this tour. Haifa, is not only in direct rail communication with Jerusalem and quite near, by road, to Nazareth, but has an excellent motor service, which forms the connecting link between the Simgon-Orient-Taurus Railway at Tripoli, and the Haifa Cairo line, and enables one to travel northwards from Haifa, as well as southwards, and to visit the world-famous ruins of Baalbek, and Damascus.

Pleasure-cruises in the Mediterranean this winter are very interesting. The Canadian-Pacific *Empress of Britain* and the *Gripenholm* are visiting Haifa on their forthcoming tours, whilst the White Star *Britannic* leaves Liverpool Feb. 17, visits Palma, the Riviera, Sicily, Athens, Rhodes, and Cyprus, and calls at Haifa, returning by way of Alexandria, Naples, the Riviera and Tangier; and their *Homeric* sails from Southampton on Dec. 21. The Cunard *Laconia* leaves Southampton March 29, calls at Algiers, proceeds to Haifa, and will then visit Port Said, Athens, Naples, Civita Vecchia (for Rome), and Lisbon. The Orient *Orion*, leaves Southampton on March 10 for a cruise embracing Gibraltar, Rhodes, Famagusta, Beirut, Jaffa, Port Said, Naples, and many other places.



PANORAMIC VIEW TAKEN FROM VESUVIUS.—(Photograph by Esaki.)

BIBBY LINE WINTER SUNSHINE TOURS

FORTNIGHTLY SAILINGS
ONLY FIRST-CLASS PASSENGERS CARRIED
SPECIALLY REDUCED RETURN FARES

	From LIVERPOOL	From MARSEILLES
EGYPT	- £47	£40
SUDAN	- £63	£53
CEYLON and SOUTHERN INDIA	- £85	£80
BURMA	- £100	£95
STRAITS SETTLEMENTS	£111	£107

MEDITERRANEAN TOURS

GIBRALTAR for Southern Spain and Morocco
MARSEILLES for South of France and the Riviera

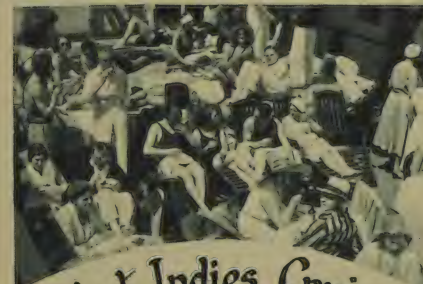
EGYPTIAN TOUR 17 days in Egypt

FIRST CLASS THROUGHOUT
INCLUSIVE RETURN FARES:

Marseilles returning to Marseilles . . . £64
Liverpool returning to Plymouth or London £76

Write for Illustrated Booklet to:—

BIBBY BROS. & CO. MARTINS BANK BUILDING,
WATER STREET, LIVERPOOL.
22, PALL MALL, LONDON S.W.1



West Indies Cruise

"LACONIA" (20,000 tons).

From Liverpool Jan. 20, returning to Southampton, March 7.

Madeira, Barbados, La Guayra, Colon, Kingston, Havana, Guadeloupe, Dakar, Gibraltar.

13,164 miles . . . 46 days . . . from 75 gns.

One Class only—FIRST.

+

"LACONIA" SPRING AND EASTER CRUISES.

From Southampton.

North Africa, Canary Isles, Madeira, Cyprus, Palestine, Egypt, Mediterranean
March 10, 16 days . . . from 35 gns. March 28, 29 days . . . from 42 gns

Write for Illustrated Folder to Cunard Line,
London, Liverpool, or Local Offices and Agents.

Cunard

The CRUISE for SOPHISTICATES



Here is a cruise intended for those who are acquainted with all that the ordinary cruise has to offer... for those who will be entertained only by lands and peoples "off the beaten track."

The "GRIPSHOLM'S" itinerary includes two outstanding features—a stay in India, with an opportunity of enjoying its ancient culture, and a contrasting visit to East Africa, in all its elemental magnificence.

The ship itself caters for voyagers who appreciate the distinctive. It provides the finest English, French and Swedish cuisine, and its appointments reflect the famous Swedish flair for living.

M/V "GRIPSHOLM"
(18,000 tons) Swedish-American Line

January 17—March 26th, 1934, from Southampton for Marseilles January 23rd to India, Ceylon, East Africa, Egypt Palestine and the Mediterranean.

MINIMUM RATE 185 GUINEAS

A descriptive brochure, illustrated in colours, may be obtained from any accredited travel agent.



NORTH AFRICA—ESTORIL—ATLANTIC THE SPANISH MAIN—AND OTHER

THE coast of North Africa will always hold its own with the devotees of winter sunshine, and there is the added attraction of proximity to the desert, and its strangely fascinating peoples—the Arab and the Moor, the veiled Tuareg and the Kabyle—and the contact with a civilization which differs so widely from that of Europe. Algeria, with its extraordinary blend of the old and the new—uneven, narrow, rambling old streets, and splendid boulevards, with luxury hotels—and its central position as a starting-point for tours into either Algeria, Tunis, or Morocco. Tunis, for its facilities for seeing the



ON PORTUGAL'S SUNNY COAST: A GENERAL VIEW OF ESTORIL TAKEN FROM THE PALACE HOTEL AND SHOWING A CORNER OF THE ESTORIL PARK.
Photograph by Casa de Portugal.

ruins of Carthage, once the greatest city in the world; and Tangier, because of its cosmopolitan life, its great historic interest to Englishmen as an old-time English stronghold, and for its Moorish colouring—draw many winter visitors from this country, and now another competitor has made its appearance, in the guise of Tripoli, which, with recently constructed first-class hotels, run at moderate prices, splendid winter weather conditions, resembling those of Egypt, many pleasant towns, and an exceedingly inviting programme of excursions to the numerous places of interest along the coast and inland—should soon do well in winter tourism.

One cannot praise Estoril too highly as a winter resort. It has all the advantages—of position, facing due south, on a delightful bay, with a gently-shelving beach of fine sand, ideal for bathing; of climate, which is mild, dry, sunny and bracing; of accommodation, with its splendid hotels, set amidst a paradise of flowers and palms, with shaded walks, of fragrant-scented eucalyptus and of pine; and of facilities for recreation and amusement, with a golf course, tennis courts, theatres, cinemas, and a casino, a motor service to the glorious hinterland of hills clothed with forests of cork and other fine trees, and well-cultivated plains; and to the romantic town of Cintra, with its Moorish and



A TYPICAL STRETCH OF COAST ON THE ISLAND OF BARBADOS: LAND'S END.

Gothic beauties of architecture, and an electric tramway service at frequent intervals, to Lisbon, where there is opera, and where are very attractive shops. For a warm, dry, and equable winter climate, and a very restful time, the Atlantic Islands are ideal spots. Las Palmas, in Grand Canary, and Tenerife, both having fine scenery and good accommodation for visitors, have advanced a good deal in popular favour of late years, and they have the advantage, too, of a favourable rate of exchange with this country. So, also, has Madeira, where, in Funchal, romantically situated on the lower slopes of hills which rise to thousands of feet, and amongst luxuriant woods, and gardens, gay the winter through with a wonderful variety of blossom, there are splendid hotels, Reid's Palace; outstanding, and fine facilities for sport, including bathing in a pleasantly warm sea. The Union Castle, Royal Mail, Booth, and other lines, have good and frequent services to Madeira, and winter pleasure-cruising vessels greatly favour this and the other Atlantic Islands.

A winter climate rather similar to that of Madeira and the Canary Isles is to be found in Bermuda, where there are quaint old houses built by English settlers three hundred years ago, scenery peculiar to this group of tiny coral-enclosed islands; splendid golf and yachting; and, at Castle Harbour and in Hamilton, some of the finest hotel accommodation in the world. This applies also to Nassau, the capital of the Bahamas, where you have ideal sea-bathing,

ISLANDS—THE WEST INDIES AND CENTRES FOR THE TOURIST.

fascinating marine gardens, an interesting local industry—that of sponge-fishing—and yachting among a hundred islands, most of which have figured in pirate annals! A warmer, but still quite pleasant winter climate is that of Jamaica, which has bracing upland stations, the exquisite scenery of the Blue Mountains, the Rio Cobre, Rio Grande, and other rivers; and good sea-bathing at Montego Bay; of Trinidad, fortunate in possessing, in the Queen's Park Hotel, in Port of Spain, one of the finest hotels in the West Indies, and an excellent headquarters for exploring the wonders and the beauties of this charming island, where the peoples, manners and customs of the Caribbean mingle with those of the Venezuelan mainland close by. And then Barbados, with its plantations of sugar-cane, some dating back to Carolean days, a most picturesque harbour, the resort of windjammers of all types, and a bathing beach near Bridgetown which is the Mecca of holiday-makers in the West Indies.

There are other quaint and charming old West Indian islands, where life as it did a hundred and fifty years ago; only to-day there is no slave labour, and no chance of witnessing a stirring sea-fight between a French and an English fleet! St. Kitts, the Mother-Isle of the British West Indies; Nevis, once the Harrogate of the West Indies, where Nelson met and married Fanny Nisbet; Montserrat, with its fragrant lime plantations; Antigua, capital of the



IN MADEIRA: THE BAY OF FUNCHAL AS SEEN FROM BELLA VISTA.
Photograph by White Star.

Leeward Islands, where you can see the old harbour Nelson used for refitting his fleet before he left to chase Villeneuve across the Atlantic, and to beat him at Trafalgar; Dominica, wildest of all the islands; St. Lucia, capital of the Windward Islands, with its magnificent harbour at Castries, and its lovely tropical scenery; St. Vincent, over which towers the dead volcano Soufriere; Grenada, with a capital, St. George's, picturesque in the extreme; and Tobago, which Defoe had in mind when he wrote "Robinson Crusoe."

Arrangements made by Fyffe's Line to Trinidad, Barbados, and Jamaica enable tours to be made including all of the islands named, and also to chief ports of interest on the one-time pirate-infested waters of the Spanish Main—to La Guaira, founded in the year of the Armada, romantically situated at the foot of precipitous mountains, and connected by an English-run mountain railway with Caracas, the capital of Venezuela; Cartagena, in Colombia, stormed and captured by Drake, the headquarters in the New World of the Spanish Inquisition (the place still exists), and which has some of the most picturesque houses imaginable, and its ancient city walls; and Panama, once the scene of terrific conflicts between Spaniards and buccaners, now the gateway for peaceful traffic from the Atlantic to the Pacific.

Special pleasure cruises to the West Indies and the Spanish Main this winter are featured by several of the leading steamship lines. The Canadian Pacific are sending the *Duchess of Richmond*, of 20,000 tons, from Southampton, on Jan. 26, by way of Cherbourg and Gibraltar, to Trinidad, St. Vincent, Cartagena, Cristobal, Kingston (Jamaica), Havana, Nassau, San Juan (Porto Rico),



ONE OF THE MOST BEAUTIFUL STRETCHES OF SCENERY ALONG JAMAICA'S NORTH COAST: THE BLUE HOLE.
Photograph by A. D. Murphy and Son.

St. Kitts, Antigua, Bridgetown (Barbados), and Grenada, returning by way of Madeira to Southampton; the Canadian Line have the *Lacania*, 20,000 tons, going from Liverpool on Jan. 20, to Madeira, Barbados, La Guaira, Colon, Kingston, Havana, Guadeloupe, and returning by way of Dakar (West Africa) and Gibraltar to Southampton; the Orient liner *Orontes*, 20,000 tons, (Continued overleaf)

WHITE STAR CRUISES



● To cruise White Star is to enjoy to the full all the advantages of world-famous "big ships" and a service trained in a tradition of more than 60 years' trans-Atlantic experience. The man—or woman—who knows goes White Star.

CHRISTMAS CRUISE

HOMERIC · DEC. 21 From Southampton to Sicily, Italy, Corsica and Algiers. 16 days from £28

WEST INDIES CRUISE

HOMERIC · JAN. 27 From Southampton to West Indies, Central America, Madeira and Canary Isles. 40 days from 80 Gns

EGYPTIAN CRUISE

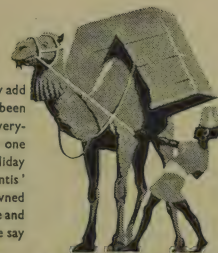
BRITANNIC · FEB. 17 From Liverpool to Egypt, Palestine, Greece, Italy, Morocco and The Riviera. 32 days from 55 Gns.

EASTER CRUISE

HOMERIC · MAR. 24 From Southampton to Corsica, Spain, The Riviera, Algiers and Morocco. (All Cruises First Class only). 14 days from £25

WHITE STAR

For full particulars apply White Star Line, Belfast, Birmingham, Cobh, Dublin, Glasgow, Liverpool, London, Manchester, Plymouth, Southampton, or Local Agents.



● Everything that can possibly add to your cruising comfort has been considered beforehand. Everybody attached to the ship has one job in life... to make your holiday a good time. That's 'Atlas's' service... in the renowned tradition of the Royal Mail Line and that's what we mean when we say

'ATLANTIS'

stands for cruising at its best

To the Mediterranean and Atlantic Islands

OCTOBER 27... 15 days from 28 GUINEAS

DECEMBER 19... 19 days from 32 GUINEAS

To South America, South Africa, West Africa

JANUARY 26... 55 days from 125 GUINEAS

First Class only. Limited to 400 Passengers. On-sitting at Meals.

Hot and Cold running water in all Cabins.

Also Christmas Week-end Cruise by 'Alcantara' December 22-27. Fares from 9½ GUINEAS

ROYAL MAIL

ROYAL MAIL LINES, LIMITED

America House, Cockspur Street, S.W.1. Royal Mail House, Leadenhall Street, E.C.3. Southampton, Liverpool, Birmingham, Manchester, Cardiff, Glasgow or Local Agents.

2 H.E.S.

COOK'S FOR TRAVEL

EGYPT

As a Winter resort, Egypt has no superior, and for interest, surely, has no equal—Cairo, The Sphinx, The Pyramids, Khamsa, The Valley of the Kings, Abu Simbel, Dendera, less to mention only some of the outstanding wonderful monuments of the Past.

The best way to see Egypt is to voyage on her ancient highway—

THE NILE

From 29th November, our Tourist steamers "ARABIA" and "EGYPT" will maintain weekly sailings from Asut to Aswan and return.

2 WEEKS VOYAGE—FARE £50
A connecting service Aswan—Wadi Halfa (and Cataracts) will be maintained by the "THIBES."

1 WEEKS VOYAGE—FARE £35
All shore excursions en route are included in the fares. Apply for Programme "COOK'S NILE VOYAGE."

PRIVATE STEAMERS FOR HIRE

We maintain a number of these for the convenience of parties wishing to be independent. Complete arrangements are made to meet the individual requirements of the hire.

Apply for programme 101.

Both our Tourist and Private steamers are luxuriously furnished and an excellent cuisine is maintained. The inclusive fare for a Tour from London to Egypt including a voyage on the Nile occupying 35 days is £80.

HEAD OFFICE:

BERKELEY STREET, LONDON, W.1

and 350 offices throughout the world

COOK'S FOR CRUISES

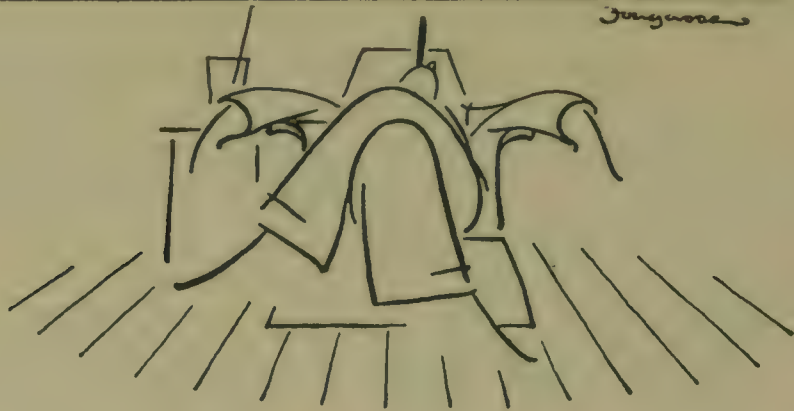
WINTER CRUISES

break the back of Winter

There are nine cruises between December 29th and February 17th. The itineraries of these Cruises cover the globe from India in the East to Honolulu in the West, and vary in length from a 32 days' Cruise round the Mediterranean to a 67 days' Cruise to India, Ceylon and East Africa, and one of 75 days, visiting Honolulu and California.

The minimum fares run from about £1 10s. to nearly £3 per day, and if the cost of living at home be paid against the cost of a most delightful holiday afloat, with the continuing interest of new scenes, such as Delhi, Agra in the East, the Hawaiian Islands and California in the West, the dodging of a disagreeable portion of the Winter at home, then we suggest the difference will be well spent.

Full particulars of all these Cruises and offers of accommodation will be sent by any Office.



TRAVEL FOR *Relaxation*

It is a happy paradox that no sooner do you set yourself to relax than you begin to renew your grip on things.

An Australian holiday—the outward voyage, a month or so there, and the journey back—have all the ingredients in the shape of time, place, comfort and diversion for ideal relaxation, **and now is the time to go.**

*Cruising
with a
purpose*

AUSTRALIAN NATIONAL TRAVEL ASSOCIATION

GRAND BUILDINGS, TRAFALGAR SQUARE, W.C.2

THE TOUR OF 1934

The Government and people of British Columbia cordially request the honour of your company as a member of the second Inspectional Tour Party, which will visit the Province June 1—July 20.

Approximately 15,000 miles of first-class, officially-conducted travel, visiting all the principal points of interest in Canada's Pacific Coast Province, Ottawa, Niagara, famous Rocky Mountain Resorts, etc.

FARE: including cabin accommodation on "Duchess" liners, first-class rail, with reservations in standard sleeping cars and parlour cars; first-class hotel accommodation throughout; gratuities (except those on the Atlantic voyage), meals, and baggage, 170 gns. (subject to change).

No profit whatever accrues to the Government from this tour, which is offered to the public at the exact cost.

As the party will be strictly limited, early application should be made to The Agent-General for British Columbia, British Columbia House, 1/3, Regent Street, London, S.W. 1.

IDEAL TOURS TO SOUTH AFRICA
65 DAYS FOR 80 GNS
FIRST CLASS
by the
CITY OF LONDON from London DEC. 16
CITY OF CANTERBURY from London DEC. 30
CITY OF NAGPUR from London JAN. 13, 1934

Specially designed, constructed and equipped for tropical conditions. All outside cabins and perfect service.

NO HOTEL EXPENSES
Fare includes residence on board at all ports. Optional shore excursions at moderate cost.
For illustrated Brochure, etc., apply

W. ELLERMAN & BUCKNALL S.S. Co. Ltd.
104-6 LEADENHALL ST. LONDON, E.C.3.
Telephone AVENUE 9340
usual Travel Agencies

leaves London on Jan. 27 for Madeira, Tobago, Trinidad, Grenada, Cristobal, Jamaica, Dominica, St. Vincent, St. Lucia, Barbados, Las Palmas, Casablanca and Gibraltar, returning to London; and the White Star liner *Homer*, 35,000 tons, is leaving Southampton on Jan. 31 for the Canary Isles, St. Lucia,



IN TRINIDAD: CHARMING COASTAL SCENERY NEAR PORT OF SPAIN.

Havana, Cristobal (Panama), Cartagena, La Guaira, Trinidad, Barbados and Madeira, returning to Southampton.

In addition to these cruises, two splendid world cruises are announced, one by the largest Canadian Pacific liner, the *Empress of Britain*, of 42,500 tons, which leaves Monaco on Jan. 17, and proceeds by way of Naples, Athens, Haifa, to Port Said, Suez, Bombay, Colombo, Penang, Singapore, Bangkok, Batavia, Samarang, Padang Bay, Zamboanga (in the Sulu Archipelago), Manila, Hong Kong, Shanghai, Chinwangtao, Beppu, Kobe, Yokohama, Honolulu, Hilo, San Francisco, Los Angeles, Balboa, Cristobal, Havana, New York, and thence to Cherbourg and Southampton; the other, by the Cunard liner *Franconia*, 20,000 tons, which English passengers join, and leave, in New York, and which will visit Kingston, Cristobal, Balboa, San Pedro, Hilo, Honolulu, Papeete (Tahiti) Raratonga, Apia (Samoa), Suva (Fiji), Auckland, Wellington, Sydney, Port Moresby, Kalabahal, Buleleng (Bali), Telok Padang, Samarang, Batavia, Singapore, Penang, Madras, Colombo, Seychelles, Mombasa, Zanzibar, Diego Suarez (Madagascar), Durban, Port Elizabeth, Cape Town, Monte Video, Santos, Rio de Janeiro and Barbados, thence direct to New York.

The long-distance cruise of the Swedish-American liner *Gripsholm*, 18,000 tons, and which passengers from this country join on Jan. 17 at Southampton, is to Cadiz, Marseilles, Naples, Alexandria, Suez, Aden, Bombay, Colombo, Zanzibar, Mombasa (for Kenya), Uganda, Egypt (for the Sudan), Port Sudan, Suez, Haifa, Villefranche, Malaga, and back to Southampton; and a special winter cruise by the Royal Mail liner *Atlantis*, 16,000 tons, is to South

LEAVE THE GREY DAYS BEHIND



SAIL IN SEARCH OF SUNSHINE & HEALTH

Take a
Sunshine
tour round
South America
in this famous
Sunshine Ship

A trip in the lap of luxury—in the famous 17,707 tons Sunshine Ship—M. V. Reina del Pacifico—is an experience never to be forgotten. As you laze on its broad white decks the scenic splendours of the great South American Continent unfold before you in a glorious round tour of over 21,000 miles. 17 countries are touched including the romantic Robinson Crusoe's Island. Such a trip fills life to the brim with new beauties, new interests, new health. Come and see the world under the finest conditions.

Special tariff quoting fares for all varieties of accommodation furnished on application to—
THE PACIFIC STEAM NAVIGATION CO.,
Goree, Water Street, Liverpool, 3, Royal Mail
Lines, Ltd., Royal Mail House, Leadenhall St.,
E.C.3. Royal Mail Lines, Ltd., America House,
Cockspur Street, S.W.1

FROM LIVERPOOL, 17TH JANUARY, 1934

American and South and West African ports, and out-of-the-way Atlantic islands, leaving Southampton on Jan. 26 for Madeira, St. Vincent (Cape Verde Islands), Fernando Noronha, Pernambuco, Rio de Janeiro, Tristan da Cunha, Cape Town, St. Helena, Sierra Leone, Gambia, Dakar, Casablanca, and Lisbon, returning to Southampton.

A long-distance cruise which is quite a novel one, and which enables those who take it to circumnavigate the South American Continent, visit Juan Fernandez, the "isle of Robinson Crusoe," the lonely Falklands, and the West Indies, is offered by the Pacific Steam Navigation Company, on the *Reina del Pacifico*, 17,707 tons, which leaves Liverpool on Jan. 16 for Plymouth, La Rochelle, Santander, Corunna, Vigo, Las Palmas, Bahia (optional), Rio de Janeiro, Monte Video, Port Stanley (Falklands), Magellanes (Straits of Magellan), Puerto Montt, Chile (for the Chilean "Switzerland"), Talcahuano, San Antonio, Valparaiso, Antofagasta, Mejillones, Iquique, Arica, Mollendo (Peru), Balboa, Cristobal, Kingston, Havana, Nassau, Madeira, Vigo, Corunna, Santander and La Rochelle, returning to Plymouth and Liverpool.

In addition to this attractive trip, the Pacific Steam Navigation Company arrange a number of tours during the winter season to Bermuda and the Bahamas (Nassau), at special rates for the round trip, including hotels and all other expenses, which should enable people of moderate means to visit these charming islands.

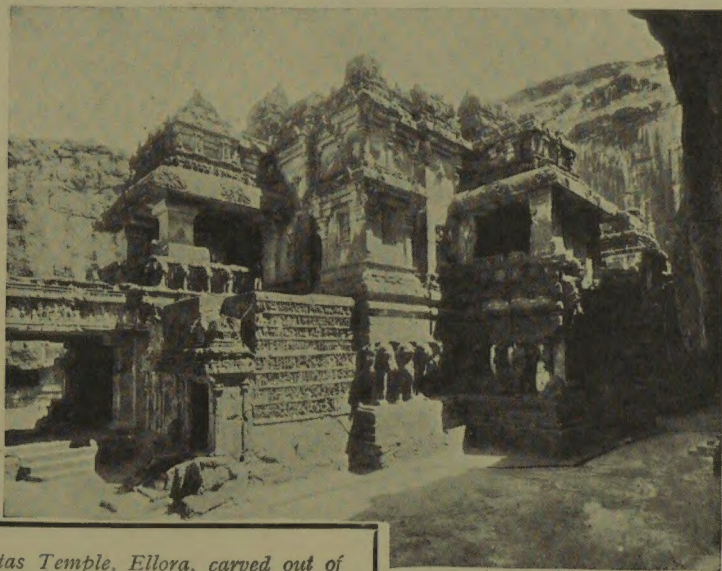
[Continued overleaf.]



COLOMBIA: QUAIN OLD HOUSES IN THE HEART OF CARTAGENA, WHERE ONCE THE SPANISH INQUISITION FLOURISHED, AND WHERE THE ANCIENT CITY WALLS STORMED BY DRAKE ARE STILL TO BE SEEN.

Photograph by E. E. Long.

See INDIA ..



The Kailas Temple, Ellora, carved out of the solid rock by master craftsmen of ancient India. One of the artistic wonders of the world that everyone should see. It is said that one can learn more of Indian mythology from a brief inspection of the Kailas Temple than from many long hours of study.

IN her wealth of natural and created beauty, in her graciously varied climates, in her luxurious travel facilities,

India has more to offer the traveller than any other country of the world. First-class accommodation on the Indian Railways is famed for its comfort and low cost, and sleeping berths are provided without extra charge. The 80-page illustrated brochure, "India and Burma," is interesting and informative. It will be sent to you free on request. 'Phone Whitehall 8752, or write to—

INDIAN RAILWAYS BUREAU

57, Haymarket, London, S.W. 1.



THE PERFECT CRUISE

WEST INDIES
SOUTH AMERICA
WEST AFRICA

THE PERFECT SHIP

'VICEROY of INDIA'
TURBO-ELECTRIC
20,000 TONS

FORTY-FIVE DAYS

29th DECEMBER—12th FEBRUARY
FARES FROM 90 GUINEAS

For illustrated descriptive programme
apply

P & O CRUISES

14, Cockspur St., London, S.W.1.
130, Leadenhall St., E.C.3
Australia House, Strand, W.C.2
or Local Agents

Continued.

It may also be noted that the Orient Company are offering a special "round voyage" ticket to Australia and back, which gives a month at sea on the outward run, with calls at Gibraltar, Toulon, Naples, Port Said, and Colombo, a month on the coast of Australia, varied on certain voyages by trips to Hobart, the Barrier Reef, New Guinea, or New Caledonia, and a month's sea voyage on the homeward run—a very pleasant method of spending the winter. And this line is also making a feature of calling at Palma, in the Balearic Isles, to land and embark passengers, on the outward and homeward Australian trips, at a special inclusive fare.

The Government of British Columbia are repeating last year's successful experiment in Empire travel, when they invited a selected party to be their paying guests. The object of the tour is to show how the people of British Columbia live, what the country is like, and its industries—farms, orchards, fisheries, saw-mills, etc. Made under official auspices, it affords a unique opportunity of seeing things the ordinary traveller would not see, thus combining an education in Empire building with a holiday. The tour embraces 15,000 miles of first-class travel, includes the principal points of interest in British Columbia's 372,000 miles of territory, extends from June 1 to July 29, allows for visits to Montreal, Ottawa, Niagara Falls, and Winnipeg, and takes in Fairmont Springs, Nelson, Penticton, Kelowna, and Vernon in the Windermere, Okanagan and Kootenay Valleys; the city of Vancouver; and Victoria, Duncan and Qualicum Beach, on Vancouver Island. Mountain resorts will include Jasper Park Lodge, Emerald Lake, Lake Louise, and Banff. The cost of the tour is expected to be somewhat less than £180.

For winter sunshine tours of every description, the intending traveller cannot do better than pay a visit to Thomas Cook and Son, who not only book for all tours, but undertake arrangements of every kind in connection with them, thus saving the traveller a great deal of trouble, and at the same time securing for him the best accommodation and service possible. In travel matters pertaining to Egypt, Messrs. Thomas Cook and Son have a most intimate knowledge, and their Nile steamer service is the most luxurious river steamer

service in the world. They issue a special handbook on this, which gives details of very alluring voyages up the Nile, and one dealing with "winter sunshine" tours generally, which shows at a glance how to spend a delightful winter holiday in this country, or in almost any part of the world.

THE PLAYHOUSES.

"SO GOOD! SO KIND!" AT THE PLAYHOUSE.

DESCRIBED as "A Flighty Comedy" this, as it is approaching Guy Fawkes Day, may be compared to a rocket that nose-dived. Unless atoned for by consistently sparkling dialogue and persistently sparkling acting, the story of the feather-brained woman who seeks to order her friends' affairs can be too dull for endurance. There were, perhaps, a dozen lines in this Flighty Comedy that caused laughter. But that is not enough, for a first-night audience, avid for amusement, will laugh at lines in a poor play when they would not evoke a smile if heard in a better one. It seems to be the custom in this country always to blame a failure on the author. In this instance it shall be said that, while Miss Netta Sawyer has not written a good play, the cast and associate producers might have got rather more out of it between them.

"BALLERINA," AT THE GAIETY.

Here is an entertainment for those who like a little of everything. One is never wildly excited, but a very excellent level is maintained throughout. The one appearance of Mlle. Lydia Kyast in the opening scene, though it has no bearing on the play, will delight most lovers of ballet. After that we follow the adventures of the heroine (Miss Frances Doble) round the world. We see her cast from the wings of a Kennington music-hall by a cruel step-mother. (The period is 1850.) Then, as the mistress of a juggler in a circus. Later, the protégée of a retired dancer who discerns talent in her. Eventually she marries him. But, such is the convention of the theatre, as she loves another, he dies at the apex of her career. She then takes as her lover an English duke, who deserts her. Then abandons herself to licence, and bears a hunchbacked son. A cruel and bitter tough this son, admirably played by the

author, Mr. Rodney Ackland. His hatred of his mother who wrecked his life by persisting in dancing while bearing him, brought a cold touch of realism to a play that, apart from this, merely sets out to be entertainment. The settings of Mr. Aubrey Hammond pleased the eye. Mr. Henry Sullivan's music was always tuneful, while the stage effects were particularly well handled, the final scene, with its revolving stage, and ballet girls hurrying from dressing room to stage (a glimpse of each of which we were vouchsafed) being extremely realistic.

"SUNSHINE HOUSE," AT THE LITTLE.

Here is a play that may well turn out to be another "Journey's End." It is written with similar sincerity, and almost as complete a lack of staginess. It is grim and terrible, yet not without humour—for those who can find food for laughter in insanity. A young architect is driven to the border line of sanity by the fussiness of a garrulous mother and the exigent demands of a client. To recover his mental balance, he voluntarily enters a nursing home. The three attendants here are cleverly differentiated. There is the educated, ambitious probationer who, after six months, finds himself growing neurotic under the strain; the kindly Oates, whom one feels would never be able to maintain the necessary discipline if left in sole charge of a ward; and the unimaginative, rather than brutal, Charge-Nurse Pilcher. These three characters were finely played by Messrs. Arthur Milne, Hugh E. Wright, and George Belmore, the last-named being particularly good, inasmuch as he resisted what must have been a great temptation to play the part on Simon Legree lines. The final scene is extremely harrowing, when John Norton, broken by a frustrated attempt to escape, sinks into a stupor, and only the faint hint of a possible recovery as the curtain falls makes the finale bearable. Definitely a propaganda play which thinking playgoers will flock to see.

South Africa's beautiful wild flowers will be exhibited under the auspices of the Royal Horticultural Society at their Hall in Vincent Square, Westminster, on October 24 and 25. The event will be of unusual interest to botanists, horticulturists, and flower lovers generally.

ESTORIL

ESTORIL

"THE SUNNY COAST" OF PORTUGAL

25 minutes from Lisbon by electric railway. The most agreeable climate in Europe. Wonderful centre for excursions.

Beautiful sandy beach

ALL KINDS OF ATTRACTIONS,
SPORTS AND AMUSEMENTS

GRAND CASINO

situated in the world's finest Park

INTERNATIONAL CASINO

ESTORIL-PALACIO HOTEL

Most luxuriously furnished - modern
comforts - splendid grounds

HOTEL DU PARC

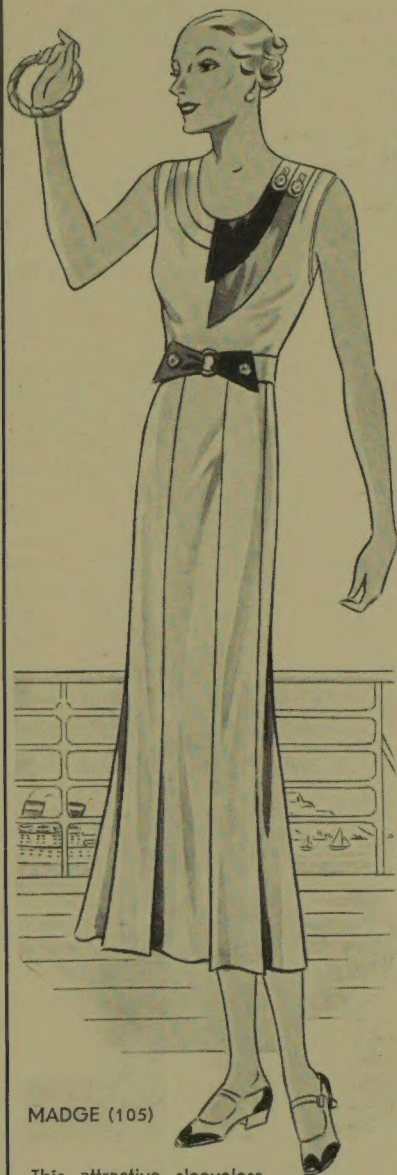
Numerous de luxe hotels,
boarding-houses and villas.

SUNSHINE, FLOWERS, UNCHANGING BLUE SKIES
SEASON ALL YEAR ROUND

For information and literature apply to Estoril-Propagande, Casa du Portugal, 20 Regent Street, London,
or 7 rue Scribe, Paris; or write to Sociedad de Propaganda da Costa do Sol, Estoril, Portugal.



EXCLUSIVE MODEL FROCKS for CRUISING and the TROPICS



MADGE (105)

This attractive sleeveless Cruising Frock is made in ivory washing Crêpe de Chine. Contrasting shades of navy and red finish the neck and belt. This model can be made in venus, Patou pink, lemon, water lily, champagne, rose, pastel blue, saxe, etc., with any combination of shade to tone. Sizes 42, 44, 46, 10/6 extra

5 GNS.



By Appointment

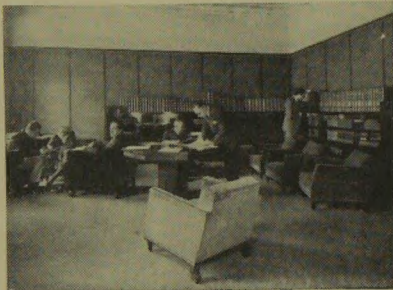
WM. COULSON & SONS,
105, NEW BOND STREET,
LONDON, W.1

LET ILLUSTRATED NEWSPAPERS HELP YOU When You Go to Paris and Berlin

+ + +

AT the Paris Offices of "THE ILLUSTRATED LONDON NEWS," "THE SPHERE," "THE SKETCH," "THE TATLER," "THE BYSTANDER," "BRITANNIA AND EVE," "THE ILLUSTRATED SPORTING AND DRAMATIC NEWS," 65 and 67, Avenue des Champs Elysées, and at Berlin, 32, Kurfürstendamm, there is a comfortable Reading Room where current and back copies of these publications may be read. In addition, advice and information will gladly be given free of charge on hotels, travel, amusements, shops, and the despatch of packages to all countries throughout the world.

Our Advertisement Agents for France, Belgium, Germany, Switzerland and Italy are the Agence Dorland, who should be addressed (regarding French, Belgian, Swiss and Italian business) at 65 and 67, Avenue des Champs Elysées, Paris, VIIIe, and at 32, Kurfürstendamm, Berlin, W. 15, regarding German business.



The ILLUSTRATED NEWSPAPERS
Reading Room in Paris

FOOT'S ADJUSTABLE REST-CHAIR

THE "BURLINGTON."



Automatic
Adjustable
Back.

AN IDEAL EASY CHAIR
THAT CAN BE IN-
STANTLY CHANGED
INTO A SEMI- OR
FULL-LENGTH COUCH.

Simply press a button and the back declines or automatically rises. Release the button and the back is instantly locked. The sides open outwards, affording easy access. The Leg Rest is adjustable to various inclinations, and when not in use it slides under the seat.

Catalogue C7. of
Adjustable Chairs
Post Free.

168,
Gt. Portland St.
LONDON, W.1:

LEAMINGTON THE GARDEN SPA

REDUCED
TARIFF
CHARGES

Write for illustrated
Brochure, with complete
lists of hotels, to W.J. Leist,
Spa Manager, Dept. C,
Pump Room, Leamington
Spa.

by virtue of its mild climate and
situation in the heart of the sheltered
Midlands, it is essentially the Spa
at which to take the CURE in

Autumn & Winter

There is good golf, hunting and
angling, and a wealth of sylvan country
and places of interest (including the
Shakespeare country) easily accessible
by car. An Orchestra plays in the
Pump Room all the year round.



Cuticura Soap

Best for Baby's Daily Bath

Made of the purest ingredi-
ents and containing soothing
and healing properties, it pro-
tects baby's tender skin and
keeps it clear and healthy, free
from rashes and irritations.

Price 1s. Sold at all chemists.

NICE ATLANTIC HOTEL

Newest First-class Hotel
BD. VICTOR-HUGO.
Central Situation.
Close to Sea and Casinos.
200 ROOMS.
OWN GARAGE. MODERATE TERMS
Annexe: HOTEL DU RHIN.
Rooms without meals.

MENTONE—Gd. Hotel du Louvre

Fine Family Hotel. Next Public Gardens and Casino. Full South. Large Grounds.
Tennis. Garage. Terms very moderate.

GRANT'S MORELLA CHERRY BRANDY



QUITE THE
IDEAL LIQUEUR
FOR HOME
ENTERTAINING

A century's
reputation
for quality

Also ask your
Wine Merchant for
Grant's Crème de
Menthe & Sloe Gin

Little
Lady Liqueur

Welcome Always
Keep
it Handy

FREE—Idea & Word Chart



To all users of words.
Gives in a second, the exact
word you want for brilliant,
precise writing or speaking. Free.
Write now.

PSYCHOLOGY PUBLISH-
ING COMPANY, Limited
(Dept. I.L.), 11 Todd Street,
Manchester 3.

REAL CULTURED PEARL CO.'S £500 GUARANTEE.

Sensational offer of Real Pearl (cultured) Necklets, the
product of the Oyster, direct from the pearl fisheries to
you. Necklets 18 inches, with Jewel Snap, 8 Guineas,
usual price 14 guineas. We guarantee all Cultured Pearls
sold by us to be real Pearls produced from the Oyster.

REAL CULTURED PEARL CO.
(Dept. N), 77, Jermyn Street, London, S.W.1



YOUR CISTERN IN THE ROOF

supplied by BAILEY'S 'CALIBAN'
RAM. Worked by falls of water as
low as 3 feet given by running brooks.
No running costs or attention.

SIR W. H. BAILEY & Co., Ltd.
Salford 5, Lancs.

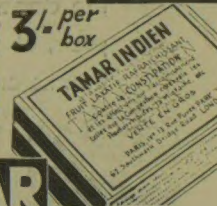
Nature's
fruit-remedy
for

CONSTIPATION

Violent purges cause more
trouble than relief. Re-
store your bowels to normal
functioning with the laxa-
tive principles of pure
fruit contained in Tamar.
This pleasant-tasting
lozenge forms no
habits and does not
gripe: it is gentle
and soothing, a per-
manent safeguard
against piles, and
relief for gastric and
digestive troubles.



prescribed
by doctors
for over
50 years



TAMAR

From all good Chem-
ists. Write for gener-
ous sample to—Guyot,
Guenin & Son (Dept. L.N.),
67, Southwark Bridge Road,
London, S.E.1

INDIEN
GRILLON

HOW TO DRESS WELL

on 10s. or £1 per month

Open a
Credit
Account

with SMARTWEAR. No references required.
Write for Autumn and Winter Catalogue,
also Gentlemen's Catalogue, to Dept. W.J.K.

SMARTWEAR, LTD.

263-271, Regent Street, London, W.1



IF
YOU WILL
DO
THIS
WE WILL DO THIS



The metal stencil which assures correct addressing—always.

Thousands of people write us to send "somebody" The ILLUSTRATED LONDON NEWS each week. Where? Everywhere that English speaking people go. What a joy it is to look forward to the mail that brings The ILLUSTRATED LONDON NEWS. For the modest sums below our Publisher will despatch for you thirteen, twenty-six, or fifty-two weeks in succession—no worry, no wrapper writing, no posting.

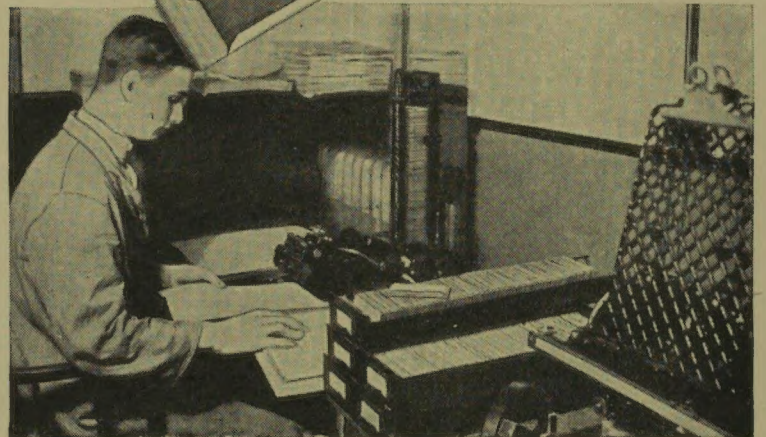
THINK! Whom do you know who would give anything for a copy of The ILLUSTRATED LONDON NEWS each week? It's so very simple for you to give your friend this perpetual delight. A note to The Publisher (address below) or a request to your regular newsagent, and the deed is done for you. Your friend's address, and yours, of course, that he or she may know to whom the thanks are due.

THE ILLUSTRATED LONDON NEWS

Subscription Rates	At Home	Canada	Abroad
12 months, including Xmas No.	£3. 4. 0.	£3. 1. 8.	£3. 11. 4.
6 months	£1. 10. 0.	£1. 9. 3.	£1. 13. 9.
6 months, including Xmas No.	£1. 14. 0.	£1. 12. 6.	£1. 17. 6.
3 months	15. 0.	14. 8.	17. 0.
3 months, including Xmas No.	18. 10.	17. 10.	£1. 0. 4.

WRITE THE PUBLISHER—346 STRAND, LONDON—HE WILL DO THE REST

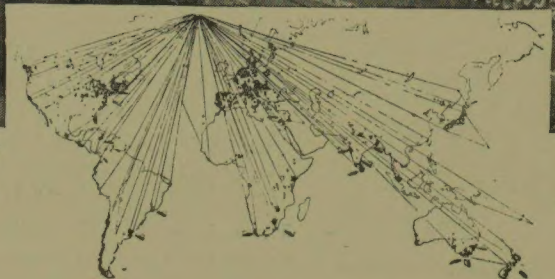
—Or if more convenient you can place the order with your regular Newsagent or Bookseller.



After the stencil is cut the wrapper addressing and stamp affixing are purely automatic—an unfailing service at your command



Every Day is a Mail Day Here.



Mailing Room at 346 Strand, London.

Readers all over the world rely upon this unfailing service for the delivery of their favourite illustrated newspaper.